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# Offshore

The Marine Oil OPERATIONS Journal

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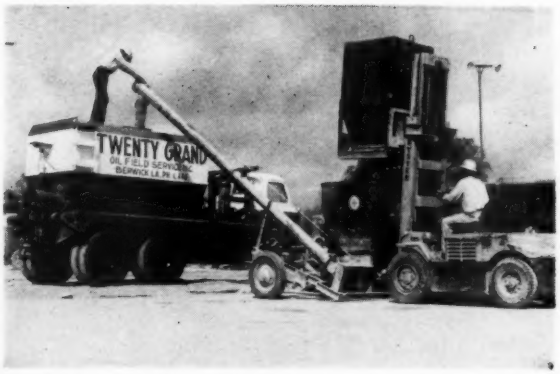


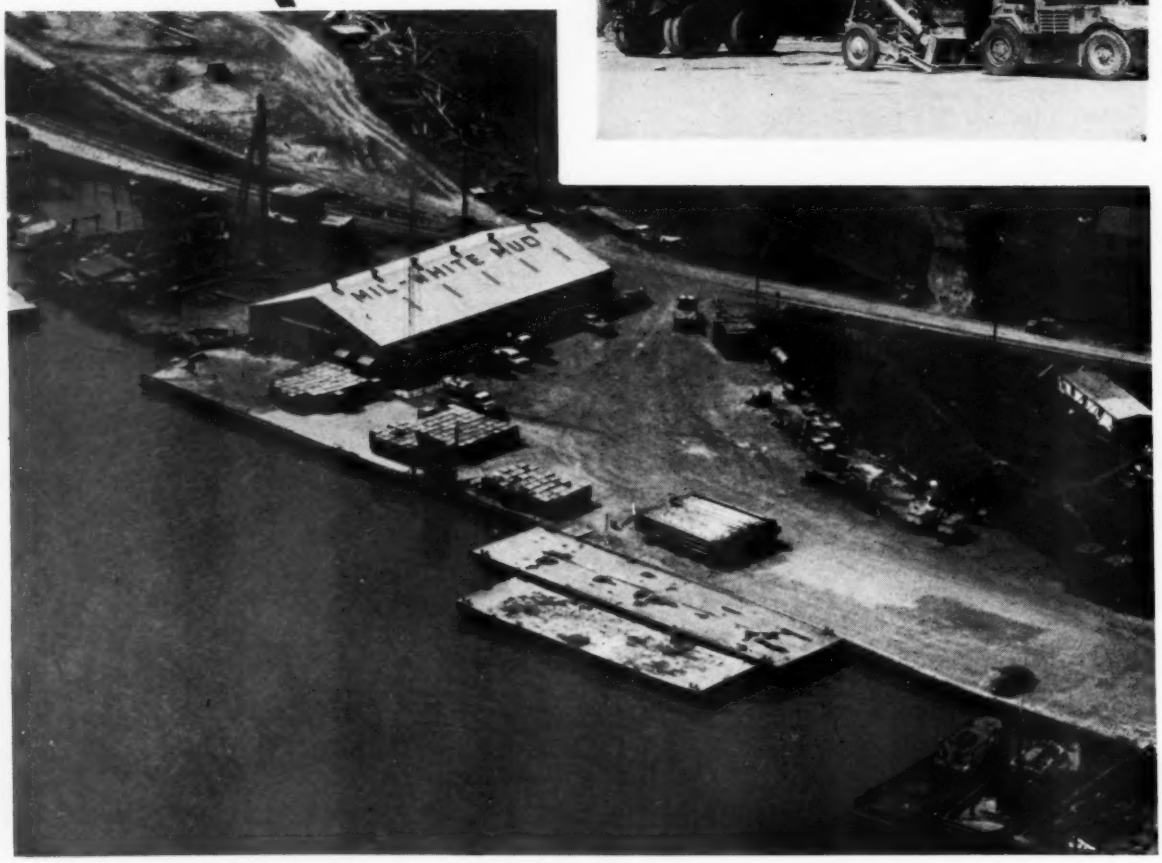


Pictured above is Twenty Grand's plant on the waterfront at Berwick, La. A separate installation serves the Cameron, La., area. Top: Twenty Grand maintains a fleet of eight trucks, four tugs and six barges for quick mud and chemical delivery anywhere in southern Louisiana.

For prompt, efficient service, day or night . . . Twenty Grand Oil Field Service offers the facilities of two completely modern plants . . . conveniently located at Berwick, Louisiana and Cameron, Louisiana . . . for quick delivery by land or sea anywhere in southern Louisiana.

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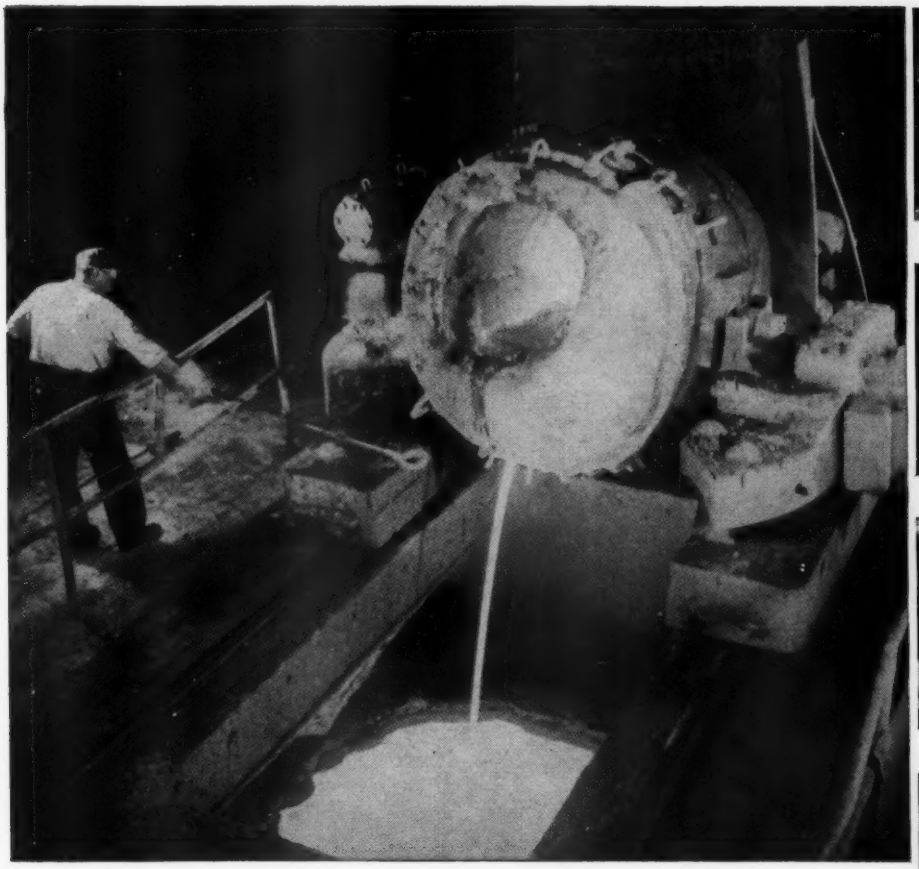

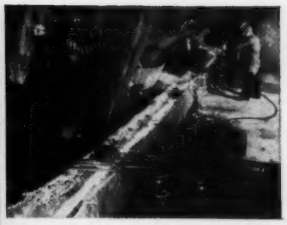

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An exact iron silicate is tapped

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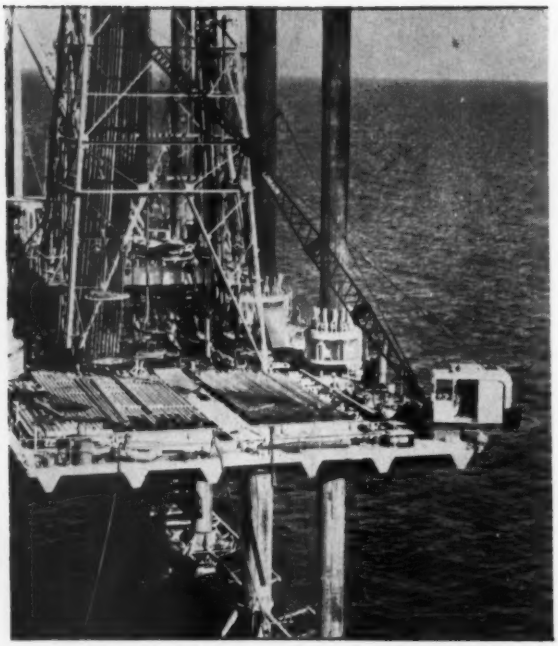
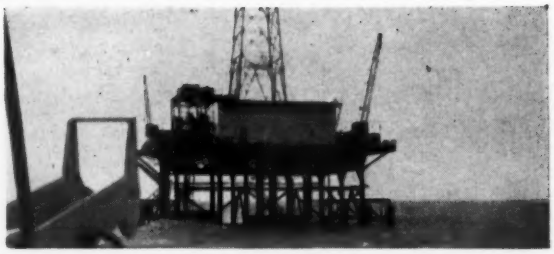
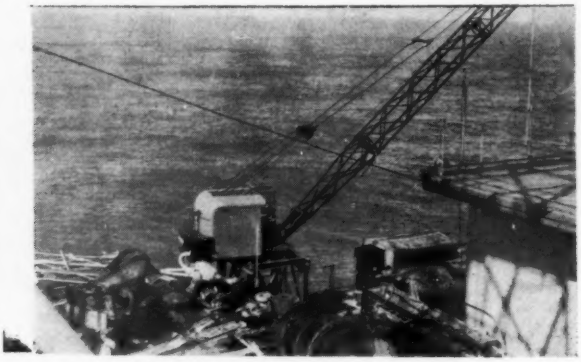


Lorain crane—one of two—mounted on C. G. Glasscock Drilling Company's mobile drilling platform, MR. GUS.



Above: Self-contained drilling platform in the Gulf of Mexico off the coast of Texas. Below: Lorain offshore crane on drilling deck of the giant platform.



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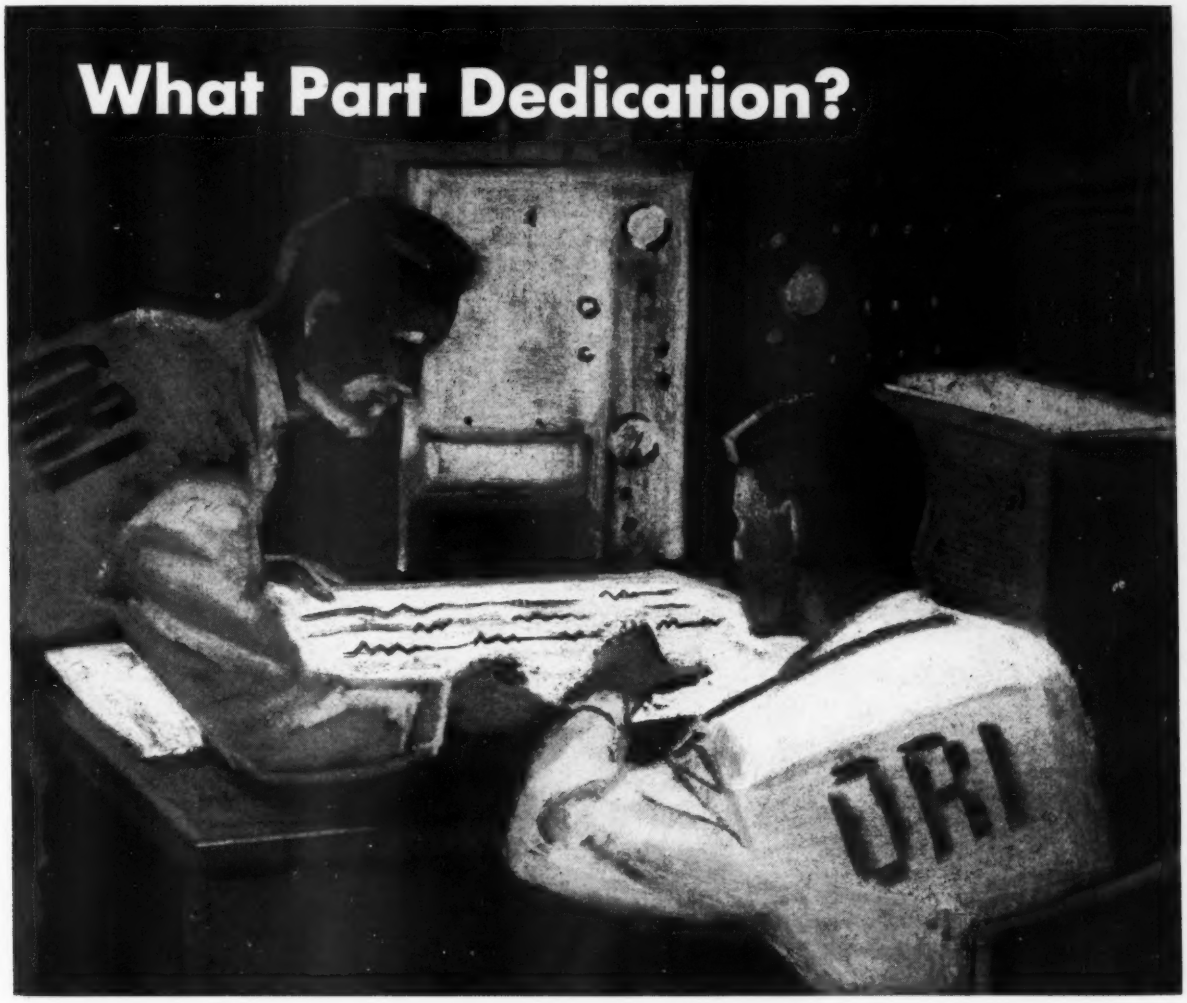


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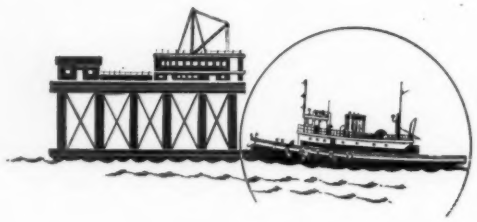

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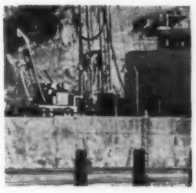


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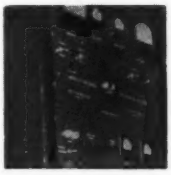
Richfield's RINCON is drilling core holes to find the best place to erect an island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Using McEvoy systems a man on shore can operate wellhead equipment far out at sea

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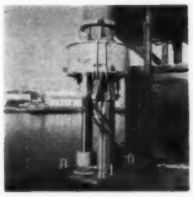


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Separate controls and central pump system featured by hydraulic spud jacks for barges.


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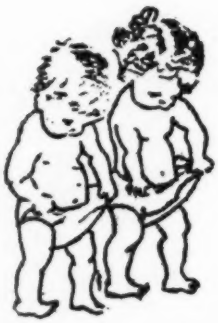

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Way Offshore

## With the Publisher

Look, you spindledy-shanked, greasy-pocketed, sea-going oil-grubbers—dang your hides! Stop rotating your frammus long enough to bend an ear.

This here salt-smelling rag (at least it smells!) is written, edited, printed, packaged and delivered just for your sorry, no-account benefit. We cram everything we can between the front and back covers that we think might interest you—including some slick-eared ads that beat most anything you ever seen. You could stack them alongside a blouse-filling bayou belle—and you'd still look at the ads!

Our jokes are good, too—swiped from the best magazines in the country.

OFFSHORE, in short, is doing its cotton-picking best to put out the kind of information-packed publication that will be found in every "comfort" station offshore—and a couple of ornery cusses are sure to claim that's just where it belongs!

---

But we don't care. It shows, at least, that we're getting ahead—and we receive a hatful of them little yellow New Equipment cards every month to prove it. The greasy thumb prints on a lot of the cards show we're reaching just the right people, as well.

But maybe you think we're clabber-headed. Maybe you think we don't know a frappet strippler from a rathole on an offshore rig. Maybe you think we're the kind of boll weevils who'd grab up a blonde if somebody hollered, "Lift that winch!"

---

Okay, it's your magazine. Write in and gripe! You got any ideas, yarns, jokes or wildcat leases—just send them in. If you're a reader in one of the twenty-one foreign countries we reach, the whole office force will stop to read your letter—and we'll probably wind up printing the danged thing!

So if you have any suggestions—for improvement, new cocktail recipes, a new place to buy crooked dice—just send them in by fast whirly-bird express. We'll be tickled pink to hear from you!

Long John Latham

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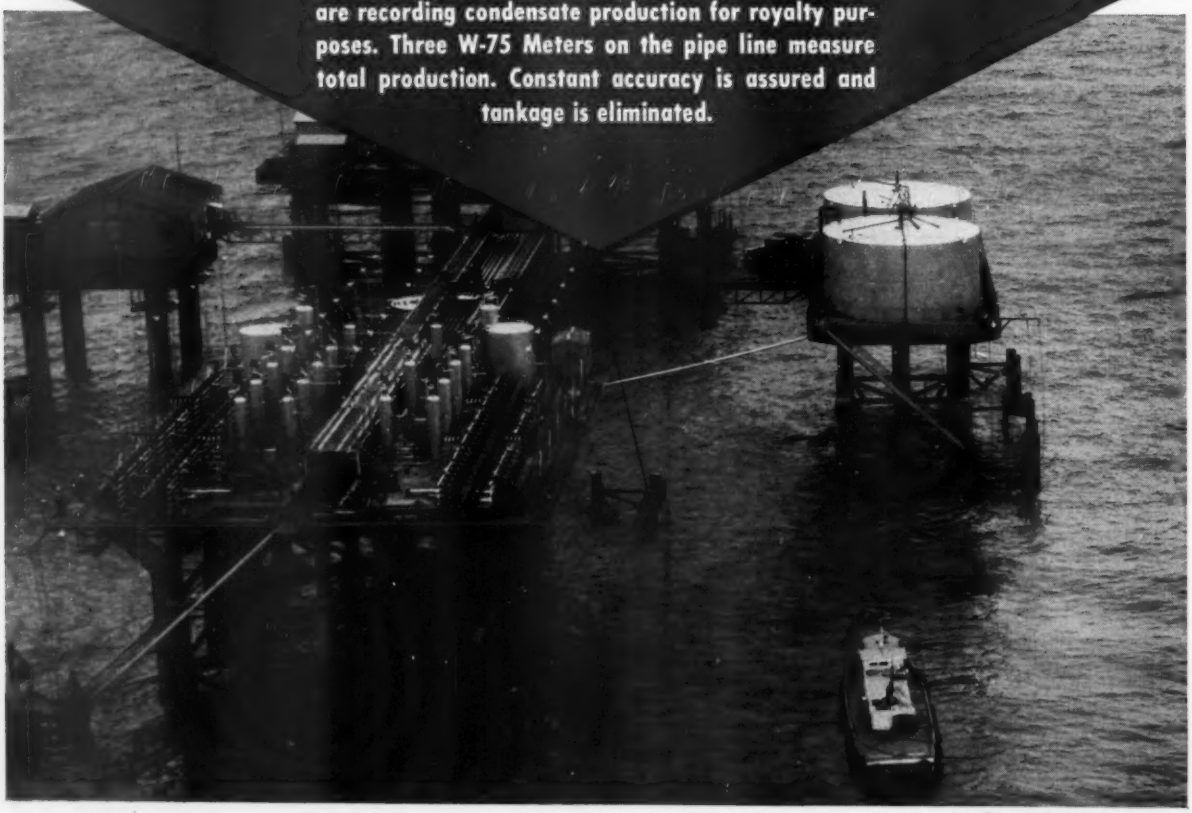


PHOTO — OFFSHORE MAGAZINE

Remedy needed for

## The Insurance Mix-Up

CLARIFICATION is needed of the insurance status of workmen on offshore drilling operations.

As matters stand, there are three possible categories in which each man might fit, and the resultant confusion is unfair to offshore operators.

Some insurance companies write policies under special state workmen's compensation and employers' liability rates. Offshore insurance rates are about 50 percent more than onshore rates, but this is still the cheapest type of insurance available.

More expensive are policies under the Longshoremen's and Harbor Workers Act, written under license from the U.S. Department of Labor. The Outer Continental Shelf Lands Act of 1953 placed workmen in the federal areas offshore in this category.

A recent decision by the U.S. Supreme Court said that injury claims on a drilling barge may be litigated in federal court under the Jones Act, which applies to personnel on ships. In effect, the decision makes it a question of fact in each case as to whether an individual is a seaman or a longshoreman. Rates under the Jones Act are the highest.

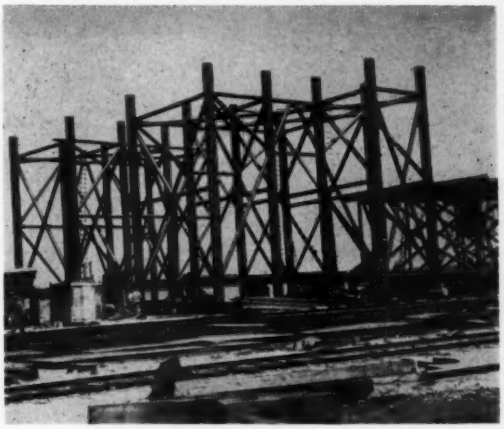
Faced with the uncertainty of what category its men come under, an oil company might have to buy two or even three types of insurance at once. Further, in court a plaintiff may select whatever work category would be most advantageous.

For instance, by arguing that he is a longshoreman, the plaintiff would not have to prove negligence on the part of the operator, but liability of the operator would be limited.

On the other hand, the same plaintiff could claim to be a seaman if he had proof of negligence on the part of the operator. Under the Jones Act, applicable to seamen, the liability of the operator is unlimited if negligence is proved.

Such a situation places the operator at an unfair legal disadvantage. To correct this situation, a clear definition of the insurance status of each man working offshore is needed.


***Have you received . . .***



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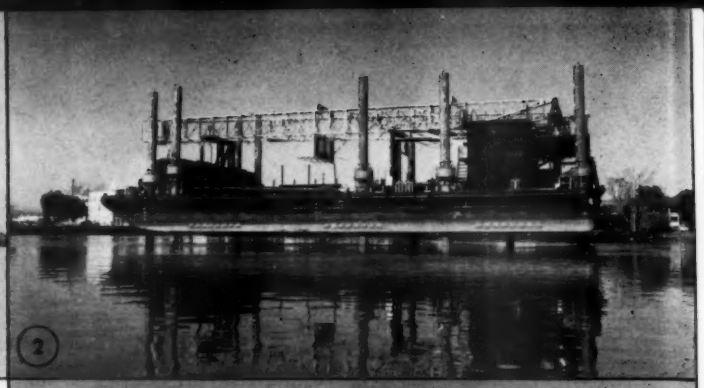
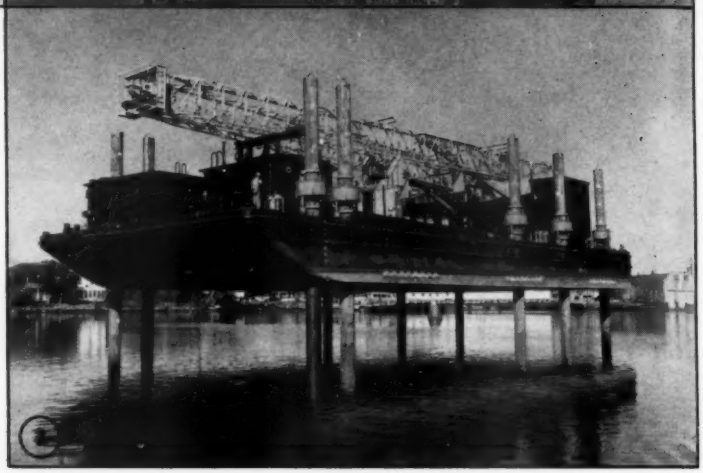
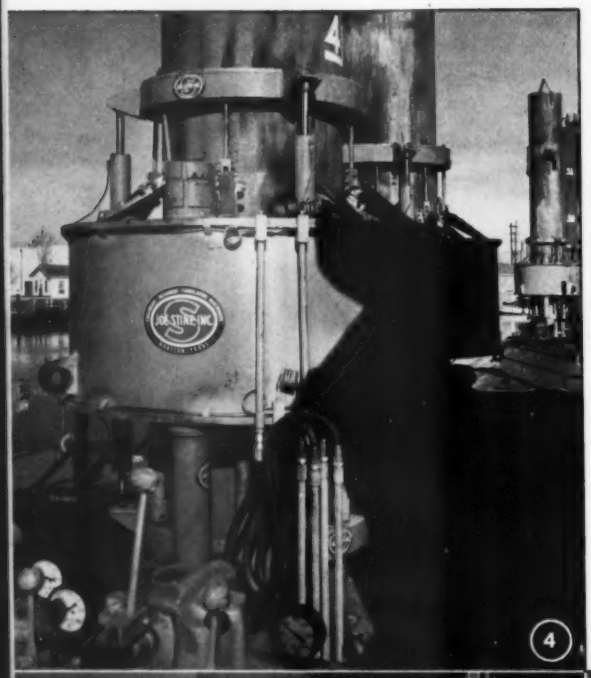


# BIG BARGE...





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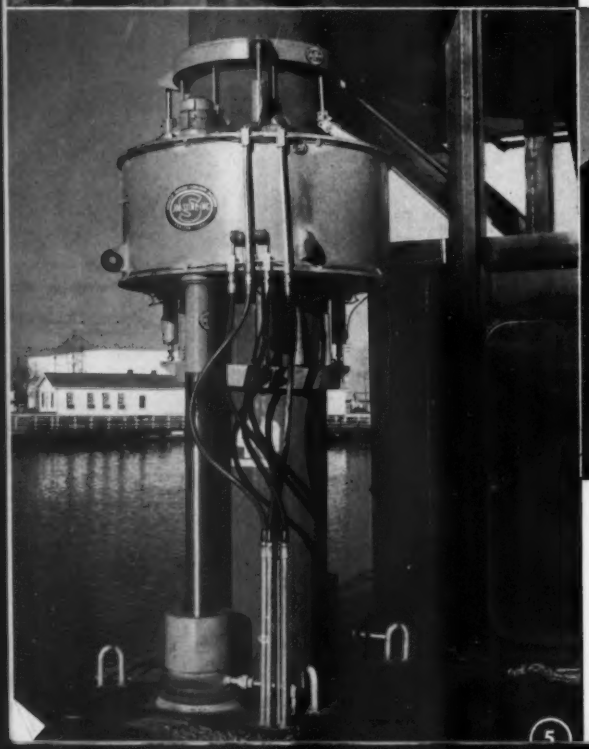

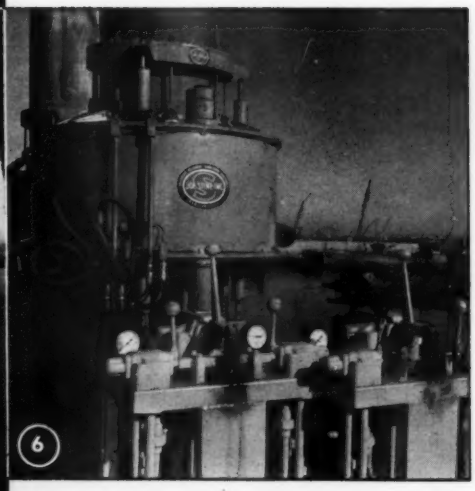

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One of the deck sections for the record-breaking platform, at the Greens Bayou shipyard of Brown & Root, Inc. The platform will have two such sections plus an intermediate section. Each section weighs 210 tons.

### The right slant for

# Deep Water Platform

## Batter pilings give CATC structure in deepest water additional strength needed for exceptional forces

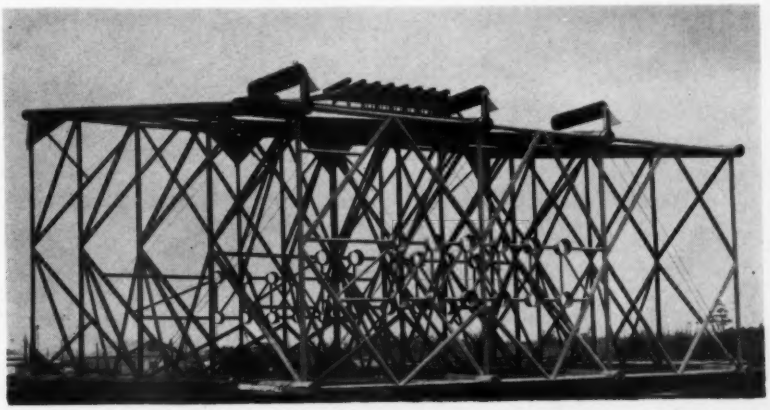
A CATC SELF-CONTAINED PLATFORM slated to begin operations early in March will be in a record water depth—112 feet—but it will also have other unusual aspects.

For one thing, the increased depth of water will add to the forces it must withstand. For another, improved design and the fact it uses batter piles with an exceptional amount of batter provides greater strength despite pipe sizes similar to older units.

The platform, designed and built by Brown & Root, Inc., at their Greens Bayou shipyard on the Houston Ship Channel, is to be erected in Block 43 of the Grand Isle Area, about 21 miles from shore. Although in deeper water, it is 10 miles northeast of and almost the same distance from shore as the four-company group's discovery in Block 47.

The $1.2 million structure is made of two templates and three deck sections. On location the templates will be placed about 40 feet apart

*(Continued on next page)*



**Two of these 138-foot templates will support the new CATC self-contained platform. This 320-ton template is the base for the drilling rig. Note guides for twelve conductor caissons into the ocean floor.**

## . . . batter 1:6, 15,000 pounds of magnesium

and eight steel pilings driven through each of them. A deck section will fit on top of piling above each template, and the third deck section is to bridge the gap between the templates. Truss work will be constructed beneath the bridging deck section to connect the two templates. Deck elevation is about 55 feet above mean Gulf level.

Under hurricane conditions, with winds of 125 mph, the template which has 12 conductor casings for drilling—and therefore more area exposed—would have to withstand wind and wave forces averaging 129,000 pounds per piling.

This compares with maximum forces of 100,000 pounds per piling on a platform in water 72 feet deep. A platform in 60-foot water would need to stand up under forces of approximately 85,000 pounds per piling.

**How it's built . . .** All but four of the sixteen 260-foot steel pilings will be driven into the Gulf floor at an angle. Each has a "batter" of 1:6. For every six feet they are driven down, they deviate one foot horizontally.

Usually, pilings on platforms are driven straight down. Maximum batter used before has been about 1:15, with the piling deviating one foot horizontally for every 15 feet it is driven vertically.

The four center steel pilings are to be driven straight.

All piling has an outside diameter of 30 inches.

Deck space of the CATC platform is 110′ x 146′, compared with 220′ x 106′ for the group's platform in Block 47.

The deck sections weigh about 210 tons each.

The 138-foot templates are constructed entirely of pipe, to reduce resistance to wind and waves. The trend to use pipe in trusses has come within the past year. Use of pipe also reduces maintenance.

Each template weighs about 320 tons.

Piling will be driven into the Gulf floor to 110 feet, where a sand strata suitable for a foundation support was located by soil borings.

**Corrosion protection . . .** Approximately 15,000 pounds of magnesium will be submerged beneath the structure, giving cathodic protection. Seventy-eight 200-pound anodes are to be carefully placed to ensure the correct field.

Monel will protect the splash zone, from three feet below to nine feet above mean Gulf level.

Above the splash zone a six-coat PRS mastic paint will give corrosion protection.

**On deck . . .** A Lee C. Moore six-well derrick is to be used, drilling through one of the two templates. A single 22.5-foot skid makes possible 12 holes. The first wildcat is scheduled for a goal of 15,000 feet.

The roofs of four unitized mud and chemical buildings will serve as pipe racks. In the four separate lifts are a Halliburton unit, generators, fuel oil tanks, and water distillation units. The four sections are pinned together after being placed side by side on deck.

Two quarters buildings 32′ x 50′ each provide air-conditioned quarters for 30 men.

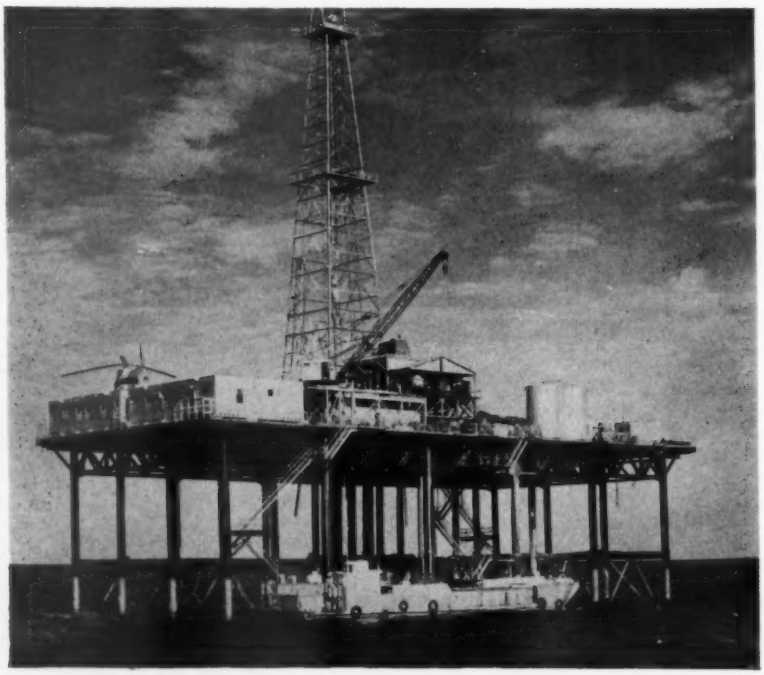
**Storage . . .** Beneath the quarters buildings, but not part of them, is storage for 3,500 barrels of drilling and potable water.

Active mud capacity is a maximum of 920 barrels. Bulk barites will be used, with provision for 4,200 sacks. In addition, 1,400 sacks of cement can be kept on hand.

For storm conditions, water, bulk materials, and active mud could be dumped to lighten the load on the structure by as much as 35 per cent. Material is located around the edges of the platform to reduce strain.

**Some other facts . . .** The big platform is relatively light. It has three times the deck space as well as twice the depth range of a tender-type platform for 50 feet of water, but weighs only about three times as much. A 52′ x 110′ platform in 50 feet of water would weigh about 500 tons. CATC's new platform for 112 feet of water will weigh about 1,700 tons.

The CATC group, composed of Continental Oil Company, Atlantic Refining Company, Tide Water Associated Oil Company, and Cities Service Oil Company, also has four additional platforms under construction. They will cost between $700,000 and $1,100,000 by the time they are in operation.



**CATC's former champ** was this self-contained platform in Block 47 of the Grand Isle Area. In 97 feet of water, it held the water depth record for almost all of 1955, being ousted late in the year when Gulf Refining Company's tender **Pelican** moved on location in 101 feet of water in Block 180 of the Vermilion Area.

With a deck 220′ x 106′, the Block 47 platform uses five interchangeable deck sections. Three rest on templates, two bridge the gap between templates.

The platform still holds one record—deepest water in which production has been found.

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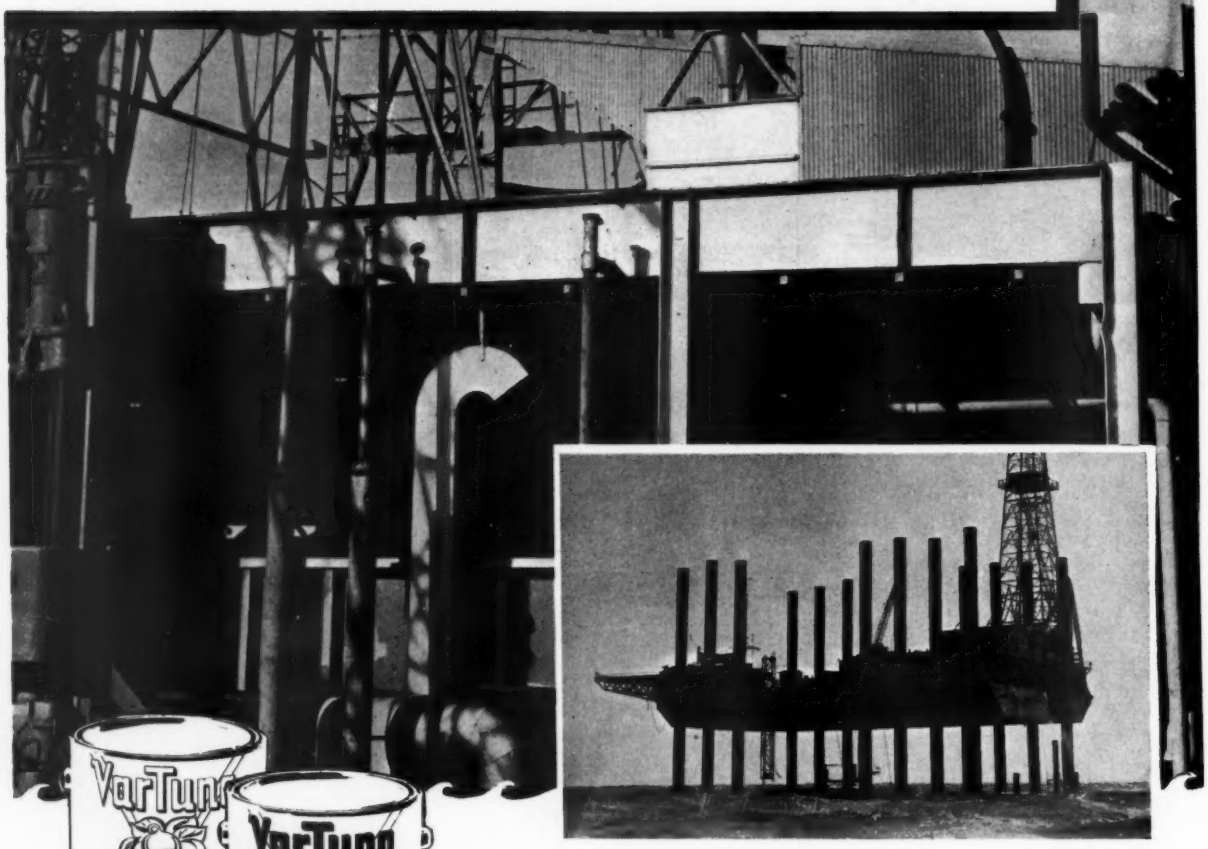

Both Crosby's Aluminum Paint and Crosby's Porch & Marine Deck Enamel are formulated with 100% pure American Tung Oil to provide maximum resistance to salt water, sunlight, grease, soaps, detergents, acids, alkalies and other deteriorating agents.

## . . . says the Tool Pusher for

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**Still bearing the name under which it carried lumber, but on an entirely different mission, the newly converted RINCON drills core-holes for Richfield Oil Corporation off Ventura County, California.**

### Off California

# Richfield Drilling Core Holes

## Stratigraphic vessel RINCON aids in search for best site to put state's second permanent drilling island

OFFSHORE FROM VENTURA COUNTY, California, a former wartime landing ship which has also plied the coastal lanes carrying lumber is helping Richfield Oil Corporation select the best site for California's second drilling island.

Finding the best location for the two-acre rock-filled island will save on both drilling costs and costs of constructing the island. The stratigraphic drilling vessel **Rincon**, known as the **Jesse Andrews** when in the lumber industry, is on a series of core holes in Richfield's 1,175-acre lease off the Rincon field. It is expected to drill about six 2,000-2,500-foot holes in water 50 feet deep.

Converted by Craig Shipbuilding Company at Long Beach, the **Rincon** is the second former LSM to go into service drilling strat holes. Standard Oil Company of California has a similar unit in operation.

At least two other companies, Union Oil Company of California and General Petroleum Corporation, are said to be planning strat drilling vessels.

**The big change . . .** The $500,000 switch from a lumber carrier to floating drillsite for a slim hole rig involved both meeting the problems of a restless ocean and providing for the comfort of the crew.

A special 80-inch bunk was constructed for 6'5" toolpusher W. P. Burson, of Bakersfield. The crew will live in two-man staterooms, eat in a steel-and-tile mess hall, and have

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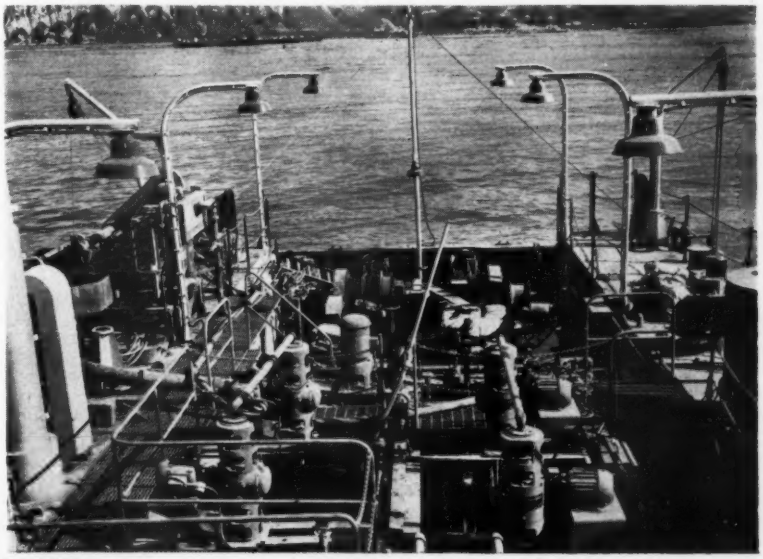

**RINCON'S five mud mixers, looking aft. Using a folding mast, twin diesels, and blowout prevention equipment set on the bottom of the Pacific 50 feet below, the vessel is seeking the best location for a drilling island.**

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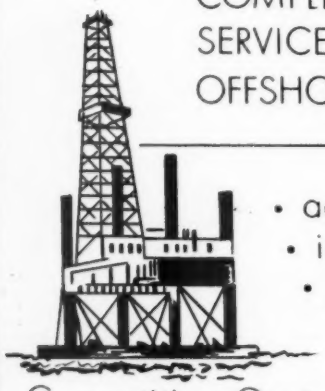

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GM GENERAL MOTORS DIESEL POWER


*(Continued from page 18)*

a lounge with television and radio. There are several showers and a washing machine is available.

Main changes in the vessel were removal of the twin screws—making it a barge—and cutting of a 10-foot diameter hole amidships.

Through the hole a rig with a capacity of 3,000 feet can drill in water as deep as 300 feet. Blowout prevention equipment is on the ocean floor, but can be operated from the driller's position aboard ship.

A folding mast, twin diesel engines, and five electric mud mixers are used in making hole with the 2⅞-inch drill pipe.

**Pitch, roll, and head for the rail . . .** To make drilling possible, Richfield is using special devices to minimize pitch and roll. Pitch of the vessel is expected to be controlled by four anchors weighing 7,000 pounds each. Anchor chain is 1¼-inch. In addition, four cables—two aft, two forward—are anchored to spring buoys.

A gimbal device similar to those used on a ship's compass compensates for roll. Gimbals are rings swiveling one within the other on pivots at right angles to each other. They make it possible for the object they support to stay upright when the vessel is at any angle.

To meet the crew's personal problems of pitch and roll, an adequate supply of dramamine (sea-sickness medicine) has been laid in.

**Safety too . . .** In rough weather, **Rincon** will be cut loose from the well, leaving a buoy to mark the location. A diver can later find the wellhead on bottom.

Two provision-stocked lifeboats, two 25-man life rafts, and two life jackets per man have been placed aboard the **Rincon,** which also has a two-bunk hospital.

## Tod Pazdral to Distribute New Pittsburgh Pipe Wrap

Tod Pazdral Pipeline Specialties of Houston, Texas, has been appointed regional distributor for the new Pittsburgh Pipe Wrap, according to Linn J. Schofield, president of Midwest Pipeline Service Company of Overland Park, Kansas. The new pipe wrap features a long fiber construction with fibers running generally with the length of the mat to provide maximum strength.

## Washington

### Eager Operators Request Record OCS Lease Sale

Requests that a record 794,500 submerged acres on the outer continental shelf be offered for lease in the next federal auction have been received by the Department of the Interior.

Interior Secretary McKay said that nominations for the third sale, July 12 last year, totaled 596,666 acres.

Date and other details of the fourth federal sale will not be announced until the Bureau of Land Management has determined which areas to offer. The government will not necessarily offer all the areas nominated for lease.

The U.S. treasury has received $252,141,077 from previous sales.

### Natural Gas Bill Vetoed By President Eisenhower

Presidential veto on February 10 killed the Harris-Fullbright natural gas bill, which would have freed natural gas producers from federal controls.

President Eisenhower said he could not sign the bill into law at present because of "highly questionable activities" of some of its proponents. He referred to a $2,500 campaign contribution offered Sen. Francis Case (R-ND) for support of the bill.

The President did recommend passage of a new gas bill, involving the same principles as that he vetoed, but with provisions for protection of consumers.

### USCG Regulations Issued For Fixed Oil Structures

Regulations governing safety and safety equipment for fixed oil drilling structures on the outer continental shelf have been issued by the U.S. Coast Guard.

The regulations, promulgated after a public hearing in Washington, D. C., January 23, cover construction features, emergency equipment, lifesaving appliances, fire-fighting equipment, emergency procedures, and Coast Guard inspections of both mobile and fixed structures, manned or unmanned.

Copies of the regulations may be obtained by ordering the "Federal Register" of February 9, 1956, from the Superintendent of Documents, Government Printing Office, Washington, D. C.

## Alabama

### Seven Offshore Leases Sold for $105,214.10

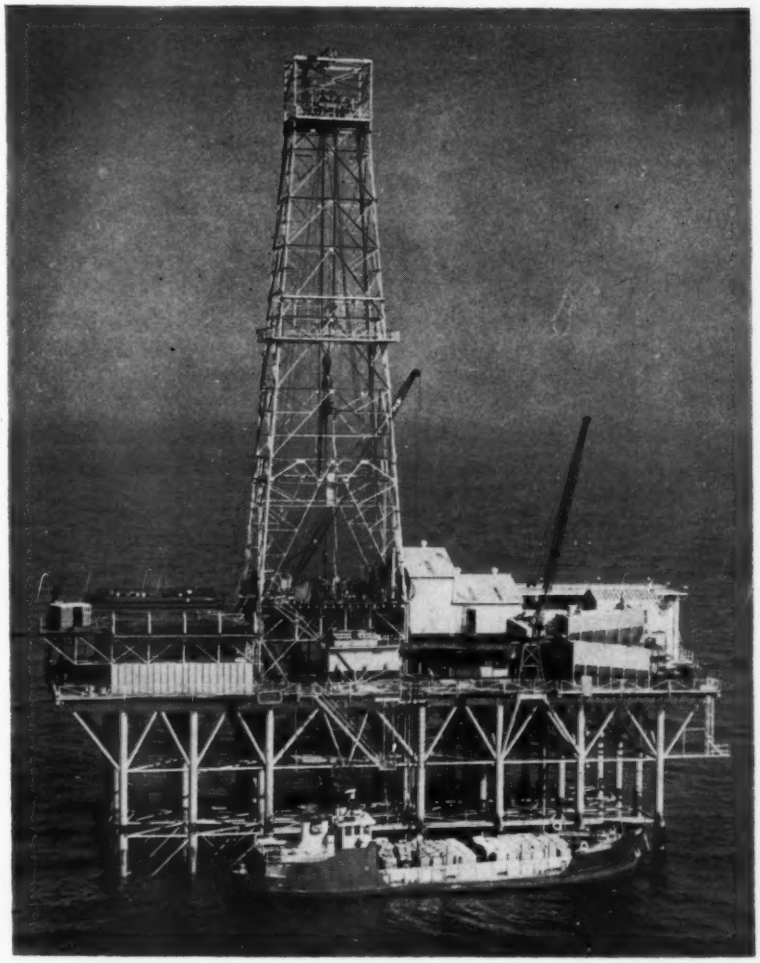
Seven offshore leases brought the state of Alabama $105,214.10 in a February 3 lease sale. Acreage sold totalled 32,351, for an average of $3.25 an acre.

Tracts were leased to:

Stanolind Oil & Gas Co., tract 9, 5,165 acres, for $10,846.50; tract 13, 5,.165 acres, for $27,116.25; tract 15, 4,421 acres, for $9,284.10; tract 17, 5,115 acres, for $10,741.50; tract 19, 5,165 acres, for $27,116.25; and tract 25, 2,155 acres, for $4,525.50.

Gulf Refining Company, tract 3, 5,165 acres, for $15,584.

Several bids for offshore acreage were rejected as being insufficient. The state had offered 345,000 acres under Mobile Bay, Mississippi Sound, and the Gulf of Mexico.



**Working for Shell** offshore from Louisiana is this permanent drilling platform, which has just begun drilling its first exploratory well. It is in 48 feet of water about 45 miles from the coast of St. Mary Parish, in Block 116 of the Eugene Island Area. Twenty-nine steel piles penetrate the sea floor to 140 feet to support a 82′ x 196′ drilling deck. The 6-well derrick can be skidded to drill a total of 12 wells from this site.

## California

### Mobile Unit To Be Used For Core-Hole Program

A DeLong design mobile unit, similar in size to The Offshore Company No. 54 and No. 55, is to be used by Monterey Oil Company, Humble Oil & Refining Company, and Seaboard Oil Company off California.

Scheduled is a core-hole program on a jointly-owned 1,280-acre lease a mile off Huntington Beach.

The unit, 200' x 100' x 13', is being fabricated by Healy Tibbitts Construction Company, Raymond Concrete Pile Company, and the DeLong Corporation. It is for water to 90 feet deep.

### Orange County Leases Sought by Four Firms

Leases on 5,500 acres off Orange County, California, are being sought by Union Oil Company of California, Continental Oil Company, Shell Oil Company, and Superior Oil Company.

They have asked the State Lands Commission to offer the acreage for bonus bidding. A similar request on 52,000 acres was filed by the same group for tracts off Santa Barbara County.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## Florida

### 132,973 Acres Leased For 10 Years by Humble

More than 132,973 acres of water bottoms in Bay and Gulf counties, Florida, have been leased for 10 years by Humble Oil & Refining Company.

The Humble bonus of $57,101 averages out to 43 cents an acre, but delay rentals of five cents per acre are to be paid.

Included are 73,158 acres in the St. Andrews Bay system and 59,635 acres under St. Joseph's Bay and St. Vincent Sound and their tributaries.

## France

### Europe's First Overwater Well Makes 2,200 Barrels

Europe's first overwater drilling operation, Esso-Rep No. 11 Parentis, is producing at the rate of 2,200 barrels daily. A development well in the Parentis field of southwestern France, No. 11 Parentis is on a concrete-pile platform about a mile from the north shore of the Lake of Biscarosse.

The well tested at 3,430 barrels daily through a 9/16-inch choke when completed, but production is being limited by Esso-Rep to prevent water encroachment. Esso-Rep is owned 89 per cent by Esso Standard S.A.F.

Further drilling from the platform is not underway at present.

## Louisiana

### West Cameron Block 17 Leased for $2.6 Million

Block 17 of the West Cameron Area went for a bid of $2,628,525 to top the February 15 sale of the Louisiana State Mineral Board. Magnolia Petroleum Company paid an average of $576 per acre for the 4,560-acre block, which is south of the Johnson's Bayou gas field.

The sale brought a total of $7,066,075 in bonuses for 26,610 acres. Average per acre bid was $265.

### Drilling Costs Offshore Six Times U.S. Average

Drilling costs offshore from Louisiana in 1953 were almost six times those of the United States land average, the first industry-wide study of drilling costs ever made has revealed.

The 82 wells drilled in the Louisiana offshore area ranged from $192,400 per well for the 7,501-10,000-foot category to $765,000 for the average well in the 12,501-15,000-foot range. Average for all the tests was $298,800 each.

The survey, made by the American Petroleum Institute, the Independent Petroleum Association of America, and the Mid-Continent Oil & Gas Association, showed that oil companies spend an average of $50,000 each for the 49,279 wells drilled in the United States in 1953.

The associations pointed out that the offshore data was based on 82 wells drilled in 1953 off Louisiana, when wells were drilled in shallower water. Today the cost of drilling offshore would be even higher.

### Pipelines to Block 30 Carry Oil, Drilling Water

Twin pipelines will carry crude oil from and water to The California Company's production in the Block 30 field of the West Delta Area off Plaquemines Parish.

The 10 miles of six-inch diameter pipe lines hook an 8,000-barrel fresh water tank and an 18,000-barrel crude storage tank to a platform in the field. From the platform gathering lines connect to the other two Calco six-well platforms in the field.

With a capacity of 12,000 barrels daily each, the new lines make possible a saving in the delivery of both crude oil and drilling water. The water line is scheduled to carry crude when drilling stops.

J. Ray McDermott & Company built the facilities, at a cost of $1.25 million.

## New York

### Keeping Up with Demand Will Cost $115 Billion

The Chase Manhattan Bank of New York City made this prediction recently: Rising demand for petroleum products in the United States and other free world countries will make the oil industry spend $115 billion in the next 10 years—just to keep pace.

# For 1956, $25.6 Million

**One-fifth of Continental Oil Company capital budget to be used operating offshore in Gulf of Mexico**

MORE THAN one-fifth of Continental Oil Company's capital budget for 7956 will be used offshore, President L. F. McCollum said in a report to the New York Society of Security Analysts.

The company will spend about $25.6 million in the Gulf of Mexico, where it has already invested $70 million, has production of 4,000 barrels daily, and has recovered $7 million on its investment.

Only item in the Continental budget of $116.4 million exceeding the 22 per cent allotted for offshore work is 43 per cent which is to be spent for onshore exploration and production.

McCollum also announced that a major part of the company's expected $700 million capital expenditures the next five years will be for offshore development.

Continental's Gulf of Mexico record so far: an interest in about 40 per cent of the fields discovered; production in at least two fields expected to pass 200 million barrels; a strike in a record 97 feet of water; net holdings of 223,000 acres, leased for an average cost of $83 per acre.

## Persian Gulf

### Kuwait Offshore Areas Offered for Oil Lease

The Persian Gulf shaikhdom of Kuwait is drawing up model concession bids to guide companies in leasing its offshore areas, but acceptance of any bids received is not expected in the near future.

Reasons for delay: Iraq, Iran, and Saudi Arabia may dispute ownership of some of the acreage.

Concessions would be for both Kuwait and the Neutral Zone, if granted.

## Texas

### Zapata Off-Shore Elects 1956 Officers, Directors

Zapata Off-Shore Company of Houston has announced election of officers and directors for 1956.

Officers are: George H. W. Bush, president; Wayne H. Dean, vice president, manager of operations; J. Hugh Liedtke, treasurer; Hoyt S. Taylor, secretary; Robert U. Parish, assistant secretary; J. A. Rudolph, assistant treasurer; and Juanita McBride, assistant secretary.

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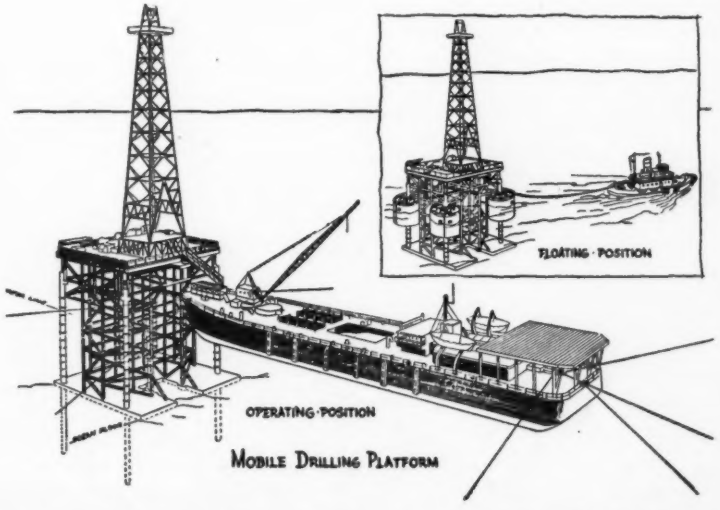


**Artist's concept of Humble Oil & Refining Company's new mobile equipment. Using a platform and tender arrangement, Humble would provide mobility by floating the platform on four huge donut-shaped pontoons for location changes. (See story in February issue of OFFSHORE)**

*(Continued from page 21)*

Directors include Milton G. Underwood and Sam G. Winstead, as well as Bush, Dean, Liedtke, Taylor, and Parish. The board was increased from six to seven members this year by addition of Taylor, who is the company's chief engineer.

Zapata, with a YF tender and mobile unit already in operation, also reported that it might acquire additional major offshore equipment.

## API Production Division To Meet in Fort Worth

The Southwestern District, Division of Production, of the American Petroleum Institute is slated to meet March 21-23 at the Texas Hotel, Fort Worth. Requests for hotel accommodations should be addressed directly to the Texas Hotel, mentioning the API meeting.

## Oil Man's Calendar: 1956

**MARCH**

7-9 AMERICAN PETROLEUM INSTITUTE (Division of Production, Southern District Meeting), Plaza Hotel, San Antonio, Texas

12-16 National Assn. of Corrosion Engrs. (annual convention), Statler Hotel, New York, N. Y.

19-21 Mid-West Gas Assn., Hotel Fontenelle, Omaha, Nebr.

19-21 Western Petroleum Refiners Association (annual meeting), Plaza Hotel, San Antonio, Texas

20-22 Ohio Petroleum Marketers Assn., Inc. (Spring Convention & Trade Exposition), Deshler-Hilton, Columbus, Ohio

21-23 AMERICAN PETROLEUM INSTITUTE (Division of Production, Southwestern District Meeting), Texas Hotel, Fort Worth, Texas

**APRIL**

1-4 American Institute of Electrical Engrs. (Southwest District No. 7), Dallas, Texas

19-21 Gas Appliance Manufacturers Assn. (annual meeting), The Greenbrier, White Sulphur Springs, W. Va.

23-25 Southern Gas Assn. Convention, Dallas, Texas

**MAY**

2-4 American Institute of Electrical Engrs. (Northeastern District No. 1), Rochester, N. Y.

6-9 Liquefied Petroleum Gas Assn. (Convention and Trade Show), Conrad Hilton Hotel, Chicago, Ill.

14-16 AMERICAN PETROLEUM INSTITUTE (Annual Pipe Line Conference), Shamrock Hotel, Houston, Texas

14-17 AMERICAN PETROLEUM INSTITUTE (Division of Refining, 21st midyear meeting), Montreal, Canada

**JUNE**

1-2 Interstate Oil Compact Commission, Statler-Hilton Hotel, Dallas, Texas

4-8 National Fire Protection Assn. (60th annual meeting), Statler Hotel, Boston, Mass.

17-22 American Society for Testing Materials, Chalfonte Haddon Hall, Atlantic City, N. J.

21-22 Western Petroleum Refiners Association (regional meeting), Broadview Hotel, Wichita, Kansas

24-27 Michigan Gas Association, Grand Hotel, Mackinac Island, Mich.

25-29 American Institute of Electrical Engrs. (1956 Summer and Pacific general), San Francisco, Calif.

26-29 Canadian Gas Association, Manoir Richelieu, Murray Bay, Quebec

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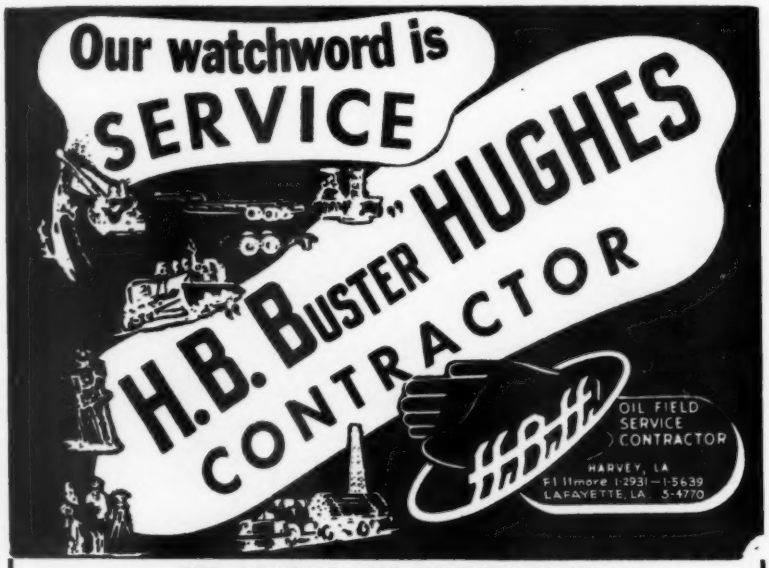


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# INDUSTRY ITEMS . . . . . In the News

H. C. PETERSEN

## Louisiana Sulphur Firm Forms New Oil Company

Freeport Sulphur Company—one of the three owners of the world's deepest well, in Louisiana — has formed an oil division to be known as Freeport Oil Company.

H. C. Petersen, a vice president of the New Orleans-based sulphur company, is president of the new company. C. A. Wight of New York, chairman of Freeport's executive committee, was elected chairman of Freeport Oil.

Directors from New Orleans are C. M. Sampson, C. G. Cary, and D. D. Utterback.

Freeport, which now owns daily production of 5,200 barrels of oil, is seeking to diversify its interests.

## Seven Personnel Changes Announced by Gulf Oil

L. C. Gravis has relinquished his position as division regional geologist with Gulf Oil Corporation in order to devote his full time to the position of zone exploration manager, Offshore zone.

Other personnel changes announced by Gulf at the same time were:

J. A. Tierney, who was zone geologist of the Shreveport zone, is now division staff geologist with headquarters at Houston.

W. D. Siple, former zone regional geologist of the Shreveport zone, is now zone geologist succeeding Tierney.

J. L. Nichols succeeds Siple as zone regional geologist. He was zone subsurface geologist of the Shreveport zone.

L. J. Franz will take the place of Nichols as Shreveport zone subsurface geologist. He was zone subsurface geologist of the New Orleans zone.

W. B. Fulton Jr., former assistant zone subsurface geologist of the New Orleans zone, succeeds Franz as zone subsurface geologist there.

Succeeding Fulton is R. E. Hudspeth, geologist in the Houston zone.

## Calco Names S. C. Bowman Public Relations Manager

S. C. Bowman has been appointed to the new position of manager of public relations of The California Company, company president H. C. Teasdel has announced.

Bowman has been with The California Company since 1946, when he became a traffic representative. His most recent position was that of training supervisor, which he had been since 1952.

## Small Now Assistant Drilling Superintendent for Conoco

C. C. (Charlie) Small has been promoted from drilling foreman to assistant drilling superintendent of the Offshore Marine Department of Continental Oil Company's Harvey, Louisiana, District.

## Kidd Assistant to Manager Of Magnolia Gas Department

H. A. W. Kidd has been named assistant to the manager of Magnolia Petroleum Company's Natural Gas Department. The appointment was announced by R. D. Hanley, company vice president and manager of natural gas.

Kidd has been assistant to the director of Socony Mobile laboratories with headquarters in New York, the past three years. Before that, he spent nine years at Magnolia's field research laboratories in Dallas.

**Israel-bound oilmen** say goodbye to William C. Kneale, left, president of Rimrock Tidelands, Inc. The four departing Rimrock employees are to supervise drilling operations for Matsada United Drilling Company, Ltd., in Israel. They are, left to right, toolpusher J. E. Shafer, drillers Ernest L. Roberts, James M. Faust and W. K. White. They left New Orleans for New York, Rome, and Tel Aviv. Rimrock has contracted to furnish up to six drilling crews and a drilling superintendent for Matsada operations.

## Liese Elected President Of Commonwealth Oil Co.

Commonwealth Oil Company re-elected G. Burton Liese president at the corporation's annual meeting in Miami, Florida, recently. Liese, also a director, resides in Houston, the firm's headquarters.

Byron L. Ramsing was re-elected chairman of the board.

Commonwealth is involved in the Florida offshore picture, with more than a million net acres in the state. Marine Gathering Company is a Commonwealth subsidiary.

## Fink and Halbouty Elected Five Star Report Directors

Carl Fink, Jr., and Michel T. Halbouty have been elected to the board of directors of Five Star Oil Reports of Houston. They were selected at a stockholders' meeting.

At the annual directors' meeting E. N. Redden was re-elected president and Dan M. Moody board chairman.

L. R. Graham, Fink, and W. D. Thorn of Midland were re-named vice presidents.

## Thomas New Orleans Area Geologist for Shell Oil Co.

G. Dewey Thomas has been named area geologist in Shell Oil Company's New Orleans exploration and production area. Thomas has been geologist for special problems in the Shreveport exploration division. He succeeds James B. Dorr.

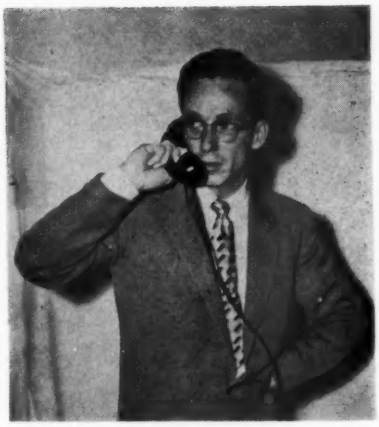
## George D. Aldrich Elected J. Ray McDermott Director

George D. Aldrich has been elected a director of J. Ray McDermott & Company, Inc., of Houston. The engineering and construction service company specializes in oil and gas operations in the inland and offshore waters of the Gulf Coast area of Texas, Louisiana, Mississippi, Alabama, and Florida.

Aldrich is vice chairman of the board of Incorporated Investors of Boston, a leading mutual fund, and holds the same office with Incorporated Income Fund.

## Martin Succeeds Pearson In Shell Public Relations

W. E. Martin succeeds R. G. Pearson as public relations representative for the New Orleans exploration and production area and marketing division of Shell Oil Company. Pearson has been transferred to the New York head office.



**John N. Donhaiser, production engineer for Pure Oil Company, checks voice transmission of a telephone used in McEvoy's demonstration in Houston. The control system allows simultaneous transmission of speech, control, and telemetering signals.**

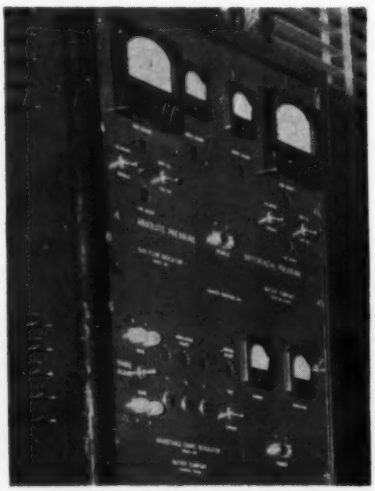
### McEvoy develops

# Remote Well Controls

**Operator on shore could vary choke sizes of wells offshore while simultaneously observing results**

A HOUSTON OPENING February 13 kicked off a six-week tour showing McEvoy Company's new remote and automatic control systems for oil and gas production. The equipment will be demonstrated throughout Texas and Louisiana.

Using the new system a production foreman on shore could control choke sizes—and other production functions—at inaccessible wells far out at sea.



**Above, part of the controls of the new McEvoy system. Gauges on this panel enable a production man to adjust choke size of a well miles away while instantaneously observing changes in flow rates. At right, Mathew Freeman, controls division engineer for McEvoy, points out the automatic choke control to F. Tuck Focht, petroleum engineer with the Marine Equipment Research Group of Humble Oil.**

Major advantages of the McEvoy system are:

1) Multi-channel transmission providing instantaneous indication of flow rate while the choke is being adjusted.

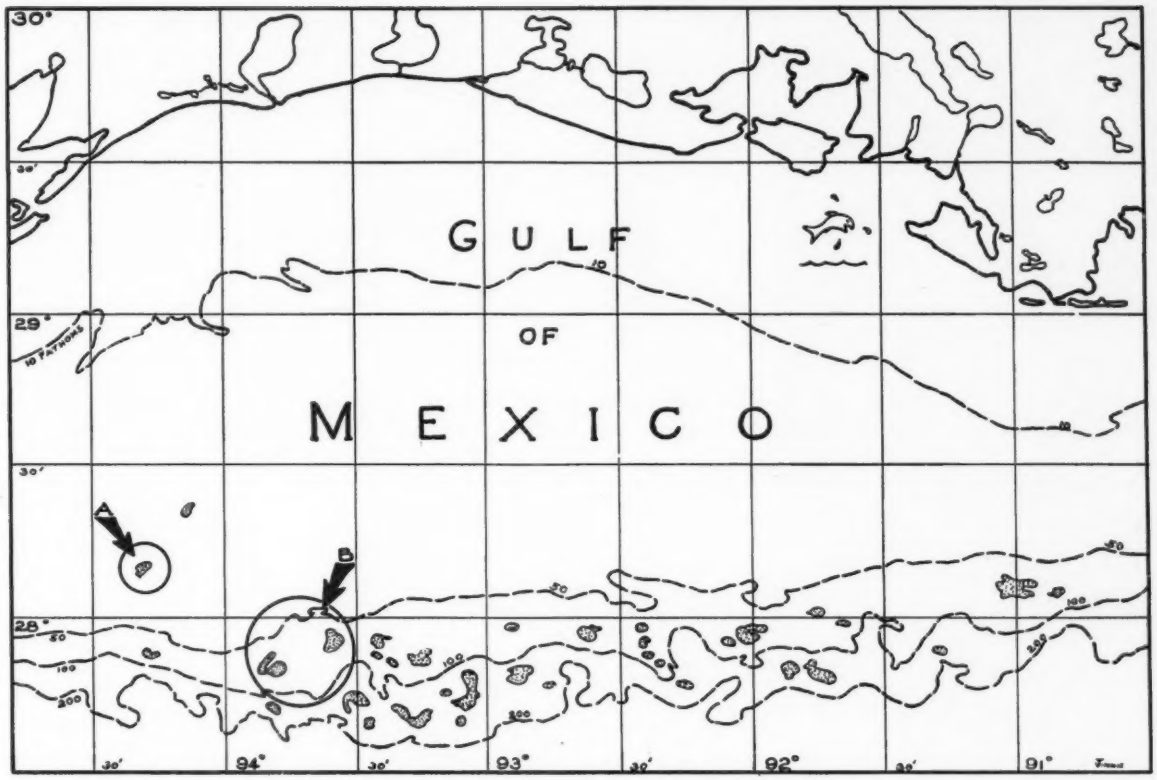
2) Multi-channel transmission making possible performance of several control functions at the same time.

3) Simultaneous transmission of speech, supervisory control, and telemetering.

4) Control of many gas wells, LTX units, and oil batteries with one set of control point equipment.

5) Automatic valve and choke operators may be installed on present McEvoy valves and chokes.

The system can be used with long distance telephone, power line, or short wave transmission.




**Map of pinnacles in the Gulf of Mexico, showing those in the vicinity of the 100-fathom line. A) Small pinnacle where gravity readings indicate presence of a salt plug. B) Pinnacles described in Part I of the article.**

**Down on the bottom**

# Pinnacles Are Clue to Oil

By DR. T. R. GOEDICKE
Research Geophysicist

## Part II: Persian Pinnacles, Conclusions

COMPARISON of the Gulf pinnacles with salt domes in the vicinity of the Persian Gulf suggests that the westernmost pinnacle of the pair off Galveston is, indeed, a salt dome breached by erosion on the north-northeast side.

The Persian Gulf salt domes are extrusive on land and actually form islands in the water, the most well-known island being Hormuz.

In particular, the salt plug of Kuh-I-Irche, situated some distance inland, is strikingly similar to the two pinnacles off Galveston in profile.

The Kuh-I-Irche plug penetrates the center of an elongated anticline of younger (Miocene) rocks. Erosion has removed some of the salt member of the Hormuz series, leaving a depression filled by rock salt upon which lie erosional remnants of Hormuz sediments. These Hormuz (Cambrian?) rocks are actually brought up from the subsurface by the salt.

The fact that the Gulf of Mexico pinnacles are in a known salt dome area further suggests that they may be salt domes. Also, a seismic refraction profile of the area made in 1955 showed high velocities of the general magnitude of velocities found in salt dome areas on the Gulf Coast.

Further seismic measurements indicate that the center of the Gulf Coast geosyncline itself may be a little farther to sea than previously estimated. The measurements revealed the maximum thickness of low velocity material to be slightly to landward of the 100-fathom line, rather than near the coast, as previously postulated.

**Conclusions** . . . Analysis of combined data of seismic and gravity measurements suggests that the gravity maximum along the coast between Galveston and Matagorda bays is a structural high in the basement below the geosyncline. This high may antedate the deposition of the salt series, and may have had a controlling effect upon it, as well as

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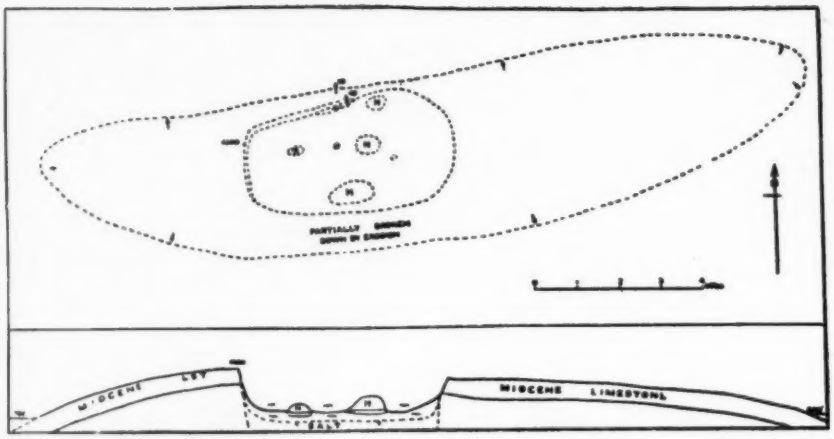
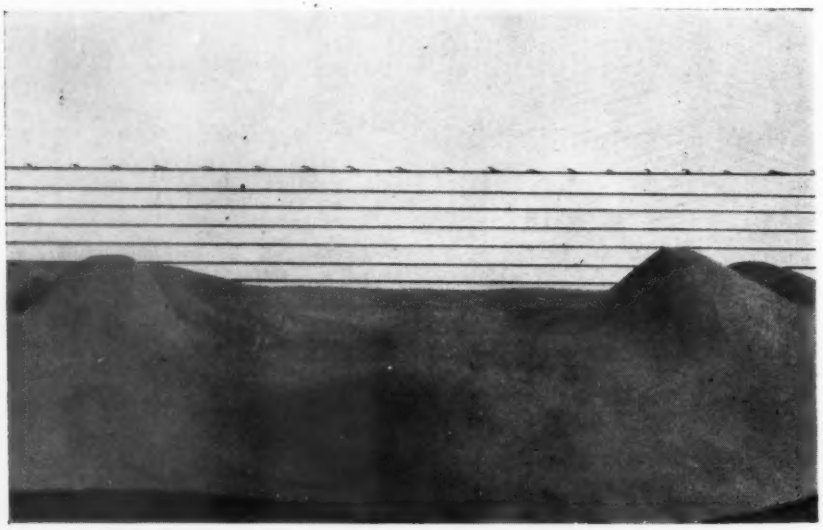
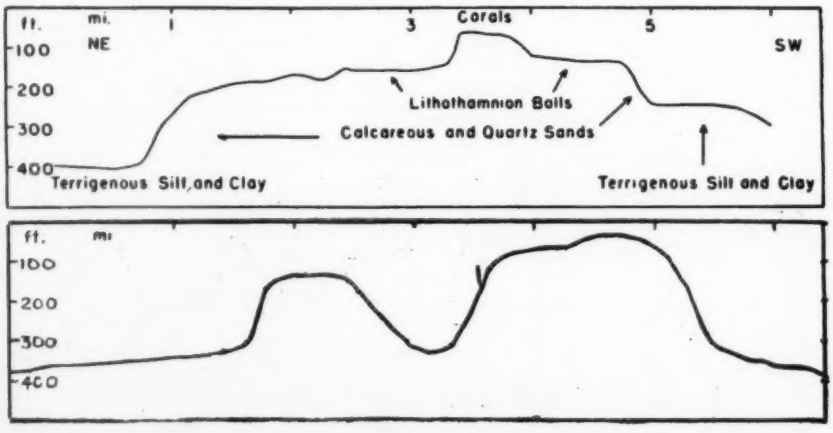



Cross-section and top view of the salt plug at Kuh-I-Irche. "H" designates Hormuz rocks, which are probably of Cambrian age and protrude into the younger sediments.



Model of pinnacles about 80 miles southeast of Galveston, with vertical scale greatly exaggerated. Pinnacle at the left is the same as that shown at bottom of drawing below. Pinnacle on right is the same as that shown at top of the drawing below.




Cross-sections of the Gulf of Mexico pinnacles described in Part I. Note remarkable similarity of these to the Persian salt plug at top of the page.

## Pinnacles are clues . . .

*(Continued from page 25)*

upon location of possible salt ridges and associated faults.

If this is correct, there may be an analogy between that part of the Gulf Coast geosyncline situated near Galveston, and the North German salt basin—where pre-salt horsts have determined alignment of domes along their sides, and step faults have facilitated salt intrusion.

Also, geophysical data suggest the pinnacles between Galveston and the slope, the numerous pinnacles on the slope itself, and the intensive faulting along the coast may have a common structural origin with the basement highs and salt ridges.

To verify this theory, further seismic refraction measurements must be made in the area between the coast and the edge of the continental shelf, as well as on the slope.

Such a program of detailed exploration would be based upon seismic refraction data and:

1) Salinity measurements of bottom water samples and sediment cores obtained in the vicinity of the suspected "salt domes." High salinity might be encountered if salt is close to the surface.

2) Gravity work to establish some general structural trends. It is doubtful, however, if gravity work would differentiate between igneous intrusions and salt domes in this area because of the relatively low density of sea-floor sediments. (Despite this general limitation, a gravity survey taken in the fall of 1954 by the student chapter of the Society of Exploration Geophysicists at the University of Houston did give indications that one such pinnacle was a deep-seated salt dome with cap rock and, possibly, a rim syncline. Measuring at 18 stations over a small pinnacle at 28 degrees 10 minutes north latitude and 94 degrees 18 minutes west longitude, they recorded a marked maximum over the peak. The survey did not extend far enough to delineate the maximum fully, but it also indicated the presence of a partial minimum surrounding the maximum. The readings serve to confirm the present theories concerning the origin of the large pinnacles near the continental slope.)

The suggested geophysical and oceanographic measurements should furnish much valuable information on the structure of the Gulf coast geosyncline and the location of future oil resources on the continental shelf.

# Mooring of Drilling Tenders

By R. P. KNAPP and H. V. WAIT
Humble Oil & Refining Company

## Part IV: Operational Considerations and Procedures to Reduce Chain Failures*

TO MINIMIZE MOORING FORCES the pile-founded platforms should be oriented so that in a normal drilling position the bow of the floating tender heads in the direction of the prevailing sea forces.

Considerable rig time is lost in dropping and picking up chains when the ship is placed on the free-swinging storm mooring. Accordingly, this procedure is followed only at the approach of a major storm. For storms of less magnitude the ship is pulled aft an additional distance from the platform and all eight chains are given ample slack to permit the ship to roll, pitch, and heave freely.

Because time is very crucial as a major hurricane approaches, the crews of the drilling tenders should be well trained in the procedures to follow in placing the ship on the storm mooring. A detailed set of instructions covering this operation is furnished the personnel on each ship.

For safety and economical planning of drilling tender moorings it is necessary to accurately locate the anchors. Variations in anchor locations change the length of mooring chains required for the mooring as well as the angle between the mooring lines. A change in the angle between mooring lines will alter the strength characteristics of the mooring. It is not possible to predict and provide all the possible increases in anchor chain length necessary if large variations are made in steel pile anchor positions.

The continuous chains, because of their length, are more difficult to load and unload at the shore base with existing chain handling facilities; however, this difficulty is offset by the savings in connecting link costs.

**Procedures to reduce chain failures . . .** Preventive measures against corrosion-fatigue in mooring chains are believed limited to the protection of the stressed section from corrosion, reducing the stress in the chain to a value less than the endurance limit, and a reduction in the frequency of the cyclical stress.

Corrosion protection of mooring chains by coating with paint, lacquer, varnish, metallic plating, or cathodic protection has not been satisfactorily solved.

A reduction of the magnitude and frequency of the cyclical stress in the chain and appendages can be obtained by heading the vessel in a direction parallel to the resultant force of wind, wave, and current. In actual practice this is not generally practicable as the ship is usually held in a position that affords a lee side to expedite personnel landing and material transfer. A reduction of the initial tensions in all mooring chains of a fixed-position mooring will also result in lower chain stress and longer stress cycles.

The use of continuous chains has resulted in the elimination of failures in the detachable connecting links formerly spaced at 90-foot intervals in all chains.

Mooring equipment should be kept in perfect repair at all times so that the required maneuvering of the moored ship may be carefully controlled. A faulty brake on a mooring windlass can result in the loss of control of the ship's movement with the resulting momentum

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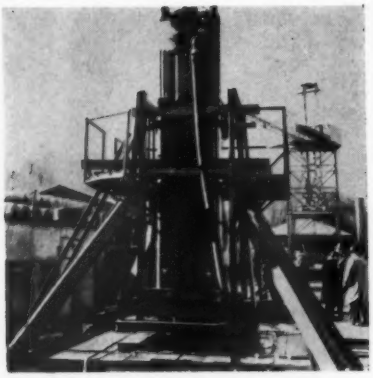
*** Presented at the American Society of Mechanical Engineers Petroleum Mechanical Conference in New Orlease, September 25-28.**



**World's most powerful pile hammer, shown here, was built for Brown & Root of Houston by McKiernan-Terry Corporation of Dover, New Jersey. The 20-ton hammer delivers a force of 60,000 foot-pounds. It will be used to drive piling offshore.**

# Big Lick

## Brown & Root, Inc., Get Most Powerful Pile-Driver

Brown & Root, Houston marine contractors, will get the world's most powerful pile hammer—capable of delivering 60 blows a minute with a force of 60,000 foot-pounds.

Built by McKiernan-Terry Corporation of Dover and Harrison, New Jersey, the pile hammer is designed for use in driving platform piling offshore.

The hammer, three feet square and fifteen feet high, weighs 20 tons and has a ten-ton ram. It is driven by steam fed through a three-inch hose from a 150 hp boiler delivering steam at a pressure of 150 pounds per square inch.

It was constructed by the pile hammer division of McKiernan-Terry Corporation.

**Steam drives this 10-ton ram, at the rate of 60 blows a minute.**

## Mooring of drilling tenders . . .

*(Continued from page 27)*

unbalancing the forces on the chain system and causing breakage when the surge of the ship may be resisted by a single chain.

All chains should be carefully inspected when handled so that all sections containing flaws or defective links may be removed from service, as these links are more susceptible to fatigue and tensile failures.

As the ship is maneuvered to alter its heading, careful attention should be given to paying out the proper chains. When the tender is pivoted about the forward end by taking up on one of the stern breast chains and slacking the opposite chain, the length of the ship offers a great lever arm and moderate chain tension at the stern can produce tension in the forward lines that exceed the breaking strength of the chain.

The mooring chains are not attached to a common point and a change in the vessel's heading alters the horizontal distance between the points of attachment on the floating tender and the steel pile anchors. When this horizontal distance is increased there is a rapid increase in chain tension. This increase in tension may be avoided by paying out the proper chains as the ship is pivoted.

### CONCLUSIONS

1. The standards of mooring design currently in use by naval and civilian marine operators are generally suitable for use in the design of safe offshore drilling rig tender moorings.

2. The mooring forces may be calculated with reasonable accuracy.

3. The steel-pile type of anchor can develop, in soft bottoms, the holding power required for fixed-position moorings at exposed locations in the Gulf of Mexico.

4. The fatigue lifetime of the mooring chain and its appendages should be considered in the design and operation of drilling rig tender moorings.

5. For continuous service under cyclic tension loads it is not safe to use the Navy practice of determining the safe working load of chain cables as 35 per cent of the chain's ultimate breaking strength.

6. For maximum safety mooring chain cables should have a minimum number of connecting shackles located as near the anchors as possible, and these connections should have strength characteristics under cyclic tension loads equal to the common links of the chain cable.

7. The mooring lines should be of sufficient length to develop the maximum holding power of the anchors and to permit any required maneuvering of the drilling rig tender.

8. A low initial tension in the mooring chain cables reduces the magnitude and frequency of their cyclic tension loads.

9. The mooring machinery and chain cables of drilling rig tenders should be maintained in the best possible condition.

10. When a drilling rig tender is maneuvered by means of the mooring lines at one end of the vessel care should be taken to avoid high tension loading in the mooring lines at the other end, as the vessel may act as a long lever arm.

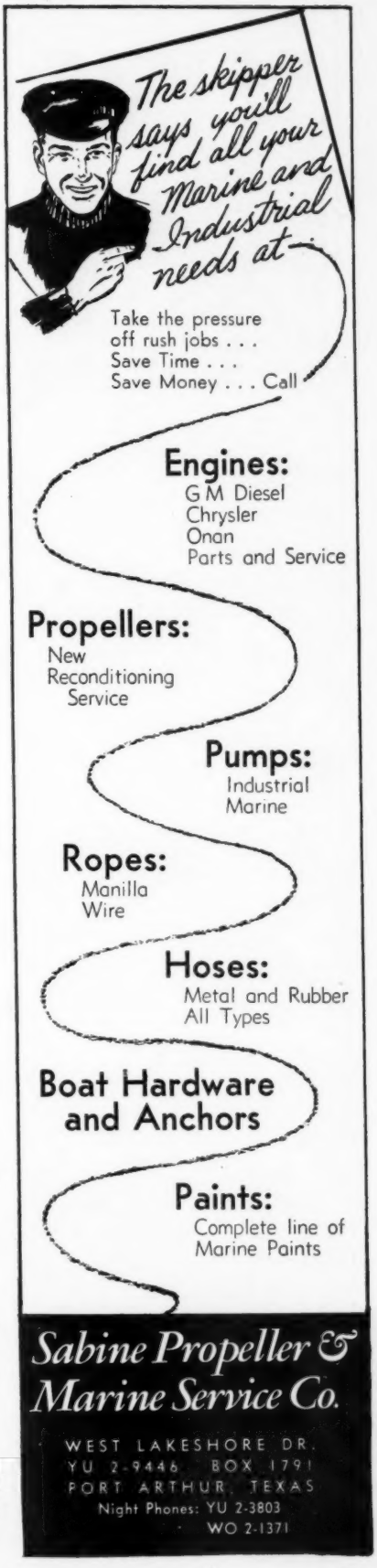
11. For safety and economy in drilling rig tender moorings the anchors should be placed in the designed positions with reasonable accuracy.

# Mobile Units And Tenders

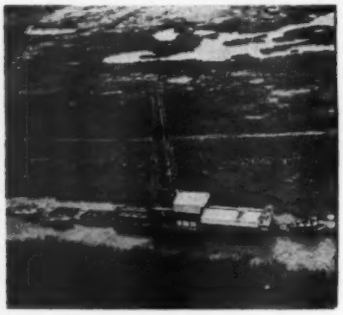
## Gulf Coast Area

### Mobile Rigs In Operation

| OWNER | Name | Water Depth | Present Status |
|---|---|---|---|
| **Kerr-McGee Oil Ind., Inc.** 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons | Rig 40 | To 20′ | Drilling in Block 84 West Delta Area for CATC |
| **Kerr-McGee Oil Ind., Inc.** Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½ x 140′ pontoons | Rig 44 | To 40′ | Block 30 Ship Shoal Area for Kerr-McGee, et al. |
| **Kerr-McGee Oil Ind., Inc.** 142′ x 69′ x 13′ 6″, with two 10′ x 11′ x 146′ pontoons | Rig 45 | 30-35′ | Drilling in Block 46, Eugene Island, for The Texas Co. |
| **Ocean Drilling & Exploration Company** Hayward-Laborde Design, 14′ x 74′ x 220′, with 10′ x 30′ x 50′ pontoons (2) | "Mr. Charlie" | 35′ | Drilling for Shell, Block 27, South Pass Area |
| **The Offshore Company** DeLong Design, 8½′ x 70′ x 203′ with 12 6′ dia. caissons | Mobile Unit No. 1 | | Leased to Humble, at Grand Isle |
| **The Offshore Company** DeLong Design, 13½′ x 117′ x 220′, with 14 6′ dia. caissons | Mobile Unit No. 2 | 58′ | Drilling for Phillips |
| **The Offshore Company** DeLong design, 12′ x 74′ x 200′, with four 6′ dia. caissions and four Delong jacks | Mobile Unit No. 3 | | Drilling for Humble Oil & Refining Co. |
| **American Tidelands, Inc.** Alexander Shipyard Design, 12′ x 74′ x 200′ with four pontoons | "101" | | Drilling in Block 77, Eugene Island Area for Humble |
| **C. G. Glasscock Drilling Co.** Bethlehem Design, 15′ x 80′ x 225′ | "Mr. Gus" | 92′ | Moving to Block A-104, High Island, for Shell |
| **Ocean Drilling & Exploration Company** Hayward-Laborde Design 10′ x 120′ x 180′ | "John Hayward' | 22′ | Drilling for Texas Co., Block 27, Eugene Island Area. |
| **Southeastern Drilling Co.** Friede & Goldman design 11′ x 90′ x 156′ with four pontoons | Rig 22, Barge 8 | | Under construction at Avondale Marine Ways, Inc. of New Orleans |
| **Zapata Off-Shore Company** LeTourneau Design, 20′ x 80′ x 140′, with three triangular legs. | | | Being outfitted, City Dock 12, at Galveston. |
| **The California Company** 11′ x 90′ x 156′ with four 3′ x 10′ x 35′ pontoons. | S-44 | | South Pass Block 29, The Offshore Co., contractor. |
| **The California Company** 11′ x 90′ x 156′, with four 3′ x 10′ x 35′ pontoons | S-45 | | Being Constructed |
| **The California Company** 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons | S-55 | | Being constructed |
| **Penrod Drilling Company** California Company design. 150′ x 190′ | Unnamed | To 70′ | To be built by Bethlehem Shipyard, Beaumont |

**CENAC TOWING CO.**



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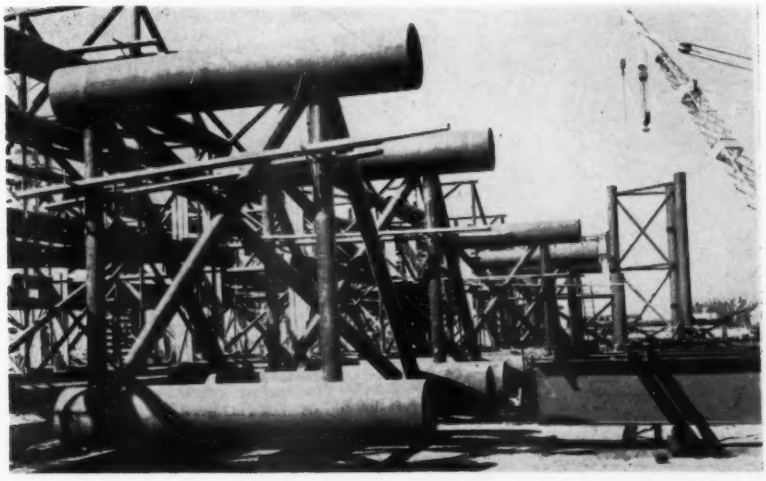
|---|---|---|---|
| **Delta Offshore Drilling Co.** Friede & Goldman design, 156′ x 90′ | Unnamed | To 25′ | To be built by Avondale Marine Ways, New Orleans |
| **Coral Drilling Company** Friede & Goldman design, 180′ x 151′ x 12′ with four pontoons | "Mr. Arthur" | To 67′ | To be built by Alabama Dry Dock, Mobile, by summer, 1956 |
| **Kerr-McGee Oil Ind., Inc.** Design not reported. | Unnamed | To 70′ | Being built by Ingalls Shipbuilding, Pascagoula, Miss. |
| **Kerr-McGee Oil Ind., Inc.** Design not reported. | Unnamed | To 70′ | Being built by American Bridge, Orange, Tex. |
| **John W. Mecom** floating drydock, 220′ x 78′ x 48′ | Not announced | | Being built by Levingston at Orange, to be completed early this year. |
| **Placid Oil Co.** twin submersible hulls, each 72′ x 178′ | Unnamed | To 100′ | To be built by Levingston at Orange. |
| **The Offshore Company** DeLong design, 200′ x 104′ x 15′ with eight 12′ towers | Mobile Unit No. 54 | To 100′ | Being built by American Bridge, USS, Orange, Tex. |
| **The Offshore Company** DeLong design, 200′ x 104′ x 15′ with eight 12′ towers. | Mobile Unit No. 55 | To 100′ | Being built by American Bridge, USS, Orange, Tex. |
| **Penrod Drilling Company** Penrod design 185′ x 50′ | Unamed | To 18′ | Being built by Levingston at Orange |
| **Penrod Drilling Company** Penrod design 185′ x 50′ | Unamed | To 18′ | Being built by Levingston at Orange |
| **Ocean Drilling & Exploration Company** ODECO design 200′ x 300′ x 93′ | "Margaret" | To 65′ | Under construction at Alabama Drydock Co., Mobile. To be delivered October, 1956 |
| **Monterey, Humble & Seaboard** DeLong design. 13′ x 100′ x 200′ | Unannounced | To 90′ | Being built by Healy Tibbitts, Raymond Concrete Pipe, and DeLong Corp. |
| **Ocean Drilling & Exploration Company** 120′ x 180′ x 10′ | "St. Louis" | To 30′ | Under construction at Alexander Shipyard, New Orleans. To be delivered July, 1956 |
| **Humble Oil & Refining Co.** Knapp design. Tender type platform with four cylinder pontoons | Unnamed | To 70′ | Just announced |

## Drilling Tenders

| Owner | Name | Water Depth | Present Status |
|---|---|---|---|
| **CATC** | | | |
| **Continental Oil Company** | "J. C. Craig" | 50′ | Block 45, West Delta Area. |
| **Atlantic Refining Company** | | | |
| **Tide Water Assoc. Oil Co.** | | | |
| **Cities Production Corp.** New tender, 260′ x 54′ | | | |
| **Same Companies as above** New tender, 260′ x 54′ | "Carle Sharp" | 56′ | Block 192, C-1, West Cameron Area, Louisiana |
| **Same Companies as above** New tender, 260′ x 54′ | "Ernie Miller" | 50′ | West Delta, Block 44, Well A-2 |
| **Same Companies as above** New tender, 260′ x 54′ | "Jack Cleverley" | | East Cameron, Block 62, Well A-1. |
| **Same Companies As Above** New tender, 260′ x 54′ | Unnamed | | To be built by Levingston Shipbuilding Co., Orange, by July, 1956 |
| **The California Company** Converted LST, 328′ x 50′ | S-21 | 42′ | West Delta, Louisiana, Noble Drilling Co. |
| **The California Company** Converted LST, 328′ x 50′ | S-22 | 40′ | West Delta, Louisiana, Loffland Bros. Rig. |

| | | | |
|---|---|---|---|
| **The California Company** Converted LST, 328′ x 50′ | S-23 | 24′ | Main Pass, Louisiana, Noble Drilling Co. |
| **The California Company** LST, 328′ x 50′ | S-24 | 50′ | West Delta, Louisiana, Noble Drilling Co. |
| **The California Company** LST, 328′ x 50′ | S-25 | 25′ | Main Pass, Louisiana, Loffland Bros. Rig. |
| **The California Company** LST, 328′ x 50′ | S-26 | 38′ | West Delta, Louisiana, Loffland Bros. rig. |
| **Gulf Oil Corporation** Converted LST, 328′ x 50′ | "Eagle" | 80′ | Block 253, West Cameron Area, Penrod Drilling Co., contractor. |
| **Gulf Oil Corporation** New tender, 272′ x 60′ | "Pelican" | 101′ | Block 180 Vermilion Area, Salt Dome Rig, Salt Dome Production Co., contractor. |
| **Humble Oil & Refining Co.** Converted LST, 328′ x 50′ | ST-1 | 57′ | South Pass |
| **Humble Oil & Refining Co.** Converted LST, 328′ x 50′ | ST-2 | 60-65′ | South Timbalier |
| **Humble Oil & Refining Co.** Converted LST, 328′ x 50′ | ST-3 | 35-45′ | Camanada Pass |
| **Humble Oil & Refining Co.** Converted LST, 328′ x 50′ | ST-4 | 40-50′ | Pelican Island |
| **Humble Oil & Refining Co.** Converted LST, 328′ x 50′ | ST-5 | 40-50′ | Grand Isle Area |
| **Humble Oil & Refining Co.** Converted LST, 328′ x 50′ | ST-6 | 40-50′ | Pelican Island |
| **Humble Oil & Refining Co.** Converted LST, 328′ x 50′ | ST-7 | 40-50′ | Grand Isle Area |
| **Humble Oil & Refining Co.** Converted LST, 328′ x 50′ | ST-8 | 35-45′ | Pelican Island |
| **Kerr-McGee Oil Ind., Inc.** Converted YF, 260′ x 48′ | "Kermac I" | 43′ | Drilling for Standard of Texas at Aransas Pass with Rig 16 |
| **Kerr-McGee Oil Ind., Inc.** New tender, 250′ x 50′ | "Kermac II" | | Drilling B-1 at Pure's Block 212, Galveston Area. |
| **Kerr-McGee Oil Ind., Inc.** Converted YF, 260′ x 48′ | "Frank Phillips | | Drilling in Block 30, West Delta Area, for Humble. |
| **Phillips Petroleum Company** Converted YF, 260′ x 48′ | "K. S. Adams" | 32′ | Bay Marchand, Block 22 |
| **Magnolia Petroleum Company** Converted YF | MDT-1 | 19′ | Block 89, Eugene Island Block 110 Field, Well I-2 |
| **Magnolia Petroleum Company** Converted YF | MDT-2 | 41′ | Well G-4, Eugene Island Block 126 Field, Block 126 |
| **Magnolia Petroleum Company** Converted YF | MDT-3 | 35′ | Block 93, Ship Shoal Block 113 Field, Well B-2. |
| **Magnolia Petroleum Company** Converted YF | MDT-4 | 52′ | Block 113, Ship Shoal Block 113 Field, Well A-3. |
| **Magnolia Petroleum Company** Converted YF | MDT-5 | 25′ | Well E-2, Block 63, Ship Shoal Block 72 Field |



**SIDES UP—Some of the almost 150 tons of wrought iron that went into a Magnolia Petroleum Company installation in the Eugene Island Area, shown before erection of course. The corrosion resistant metal serves in the structure's most vulnerable area, a few feet below and above mean low water. It went into dolphin hoods, horizontal supports for boat landings, diagonal and horizontal bracing of dolphins and pile clusters, and bumper strips for landing docks.**

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| | | | |
|---|---|---|---|
| **Magnolia Petroleum Company** Converted YF | MDT-6 | 35′ | Block 120, Eugene Island, Block 126 Field, Well I-7. |
| **Magnolia Petroleum Company** Converted YF | MDT-7 | 19′ | Block 55, Ship Shoal Area, Well A-1 |
| **Pure Oil Company** Converted LST, 328′ x 50′ | "R. W. McIlvain" | 40′ | Block 39 Field, D-1, Vermilion Area. |
| **Stanolind Oil & Gas Co.** Converted LST, 328′ x 50′ | No. 50 | | Block 144, Galveston Area, Loffland Bros., Contractor. |
| **Zapata Off-Shore Company,** Converted YF, 260′ x 48′ | "Nola No. 1" | | Drilling for Standard of Texas in Federal Block 52, High Island Area |
| **Llano Drilling Company** New tender, 260′ x 54′ | "Clayton G. Dorn" | | Being built by Levingston Shipbuilding Co. |
| **Kerr-McGee Oil Ind., Inc.** New tender, 250′ x 50′ | Kermac III | | Being constructed by Equitable Equipment Co., Madisonville, Louisiana |
| **Reading & Bates, Inc.** | Unnamed | | To be built by Levingston, expected in April or May, 1956 |
| **The Murmanill Corp.** Converted tanker, 306′ x 48′ | "Murmanill I" | | Being converted by Bloodworth Shipyard, Inc., Houston |

## Self-Contained Platforms

| Company | Description | Year Built | Location | Depth of Water |
|---|---|---|---|---|
| CATC | 220′ x 106′ | 1955 | Block 47 Grand Isle, La. | 95′ |
| Continental Oil Co. | | | | |
| Atlantic Refining Co. | | | | |
| Tidewater Assoc. Oil Co. | | | | |
| Cities Production Corp. | | | | |
| Same companies as above | 110′ x 146′ | 1956 | Block 43 Grand Isle | 112′ |
| Humble Oil & Refg. Co. | 110′ x 206′ | 1947 | Block 18 Grand Isle, La. | 50′ |
| Magnolia Petroleum Co. | 75′ x 398′ | 1954 | State Tract 10, S.W. of Sabine Pass, Texas | 30′ |
| Magnolia Petroleum Co. | 52′ x 168′ | 1948 | Block 119 Eugene Island Area, Wells H-1 to H-7 completed, rig moved to K platform | |
| Magnolia Petroleum Co. | 54′ x 205′ | 1955 | Block 119 Eugene Island Area, Well K-4 | |
| Magnolia Petroleum Co. (Southeastern Drilling, | 54′ x 205′ contractor) | 1955 | Block 119, Eugene Island Area, Well J-2 | 37′ |
| Phillips Petroleum Co. | 85′ x 140′ | 1955 | Block 184, Eugene Island area, company tools | |
| Phillips Petroleum | 88′9″ x 140′ | 1955 | Block 129-A, Eugene Island Area, La. Loffland Bros., contractor. | |
| Shell Oil Company | 82′ x 197′ | 1955 | Block 42, South Pass, La., (Loffland Bros. rig) | 72′ |
| Shell-Union | 82′ x 196′ | 1955 | Block 116 Eugene Island Area Platform A, Loffland Bros. Rig | 48′ |
| The California Co. | "L" Structure | | Bay Marchand, Louisiana, Noble Drilling Co. | |
| Gulf Oil Corporation | 120′ x 145′ | 1955 | Block 154 Ship Shoal Area Salt Dome Production Co., contractor. | 60′ |
| Gulf Oil Corp. | 120′ x 145′ | | Block 889 Mustang Island Area, Texas. Brewster-Bartle contractor. | 46′ |
| Pure Oil Company | 106′ x 50′ | 1955 | Block 47, Eugene Island Area, temporarily abandoned | 22′ |
| Max Pray | 85′ x 195′ | 1955 | Coon Pointe area | 12′ |
| May Pray | 162′ x 70′ width at derrick, 120′ at pipe rack) | 1955 | Coon Pointe area | 12′ |
| Mecom Petroleums | 82′ x 193′ | 1948 | Block 45 West Cameron Area, company rig. | 34′ |
| The Superior Oil Co. | 138′ x 326′ | 1955 | West Cameron Block 72 | 48′ |
| The Superior Oil Co. | 144′ x 326′ | 1954 | West Cameron Block 149 | 43′ |

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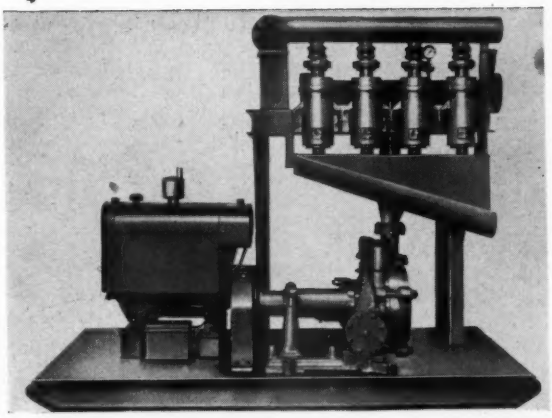

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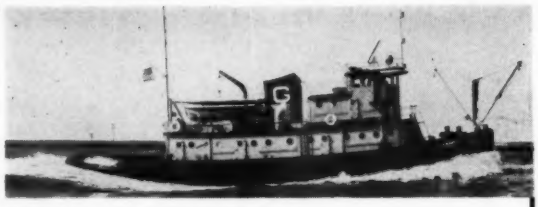

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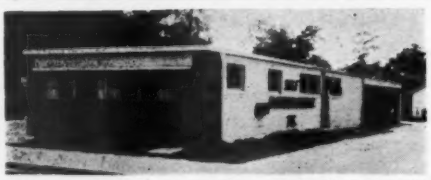

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## Two for ODECO

### Mobile Units Being Built Will Double Firm's Fleet

Ocean Drilling & Exploration Company of New Orleans is to have two new mobile units operating before the end of 1956.

One, the **Margaret,** is for 65 feet of water and is of the company's own design. Dimensions are 200′ x 300′ x 93′. It is under construction at the Alabama Drydock Company at Mobile, Alabama, and is to be delivered by October, 1956.

A unit for 30-foot water, the **St. Louis,** is being built by Alexander Shipyard at New Orleans. Measuring 120′ x 180′ x 10′, it is to be delivered by July, 1956.

Odeco already operates two mobile units, the **Mr. Charlie** and the **John Hayward.** They are of Hayward-Laborde design.

## Boom In Boats

### Production of Special Craft Up 400 Percent

Production of special craft for the offshore drilling industry increased almost 400 per cent in 1955, and was part of a trend which saw inland shipyards accounting for 82.5 per cent of all the merchant ship construction in the United States.

Thirty-four special vessels for offshore oil use were built in 1955, compared with nine of the same type in 1954. The 34 had an aggregate horsepower of over 24,000.

In all, inland shipyards increased their production 49 per cent over the year before. They built 37 per cent more barges, 75 per cent more tow boats, and 278 more small cargo vessels.

## From Down East

### Mecom Orders Dual-Purpose Steel Craft from Blount

A welded steel supply and crew boat is being built for John W. Mecom of Houston by Blount Marine

Corporation at Warren, Rhode Island.

The craft is 64'6" x 7'6". It will be powered by two 6-110 General Motors engines driving twin screws. Two 15 kw diesel a-c generators, also made by GM, are to be installed.

The Houston independent, who is currently having a mobile unit built at Orange, Texas, will use the new Blount-built boat in servicing offshore rigs.

## Bloodworth Job

### Houston Firm Converting Murmanill Corp. Tender

The Murmanill Corporation of Dallas is converting a tanker into a drilling tender at Bloodworth Shipyard, Inc., of Houston, rather than at Levingston Shipbuilding Company at Orange, as was previously reported.

The tanker **Purol** is to be the tender **Murmanill I** upon completion. It is 306' x 48'.

Repair work on the tanker had earlier been done at Levingston.

## Hazard Finder

### River Radar Installed On 34-foot Crew Boat

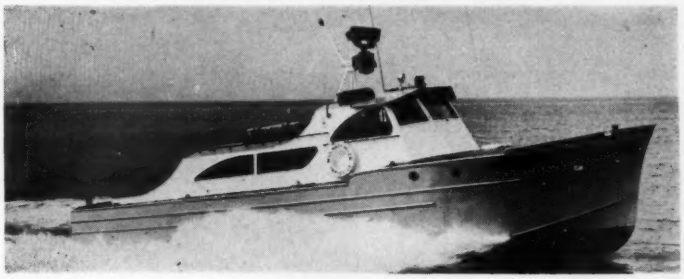
**Eric Jr.**, a 34-foot crew boat owned by Eric Gaudet Jr., leased to Sewart Boat Rentals, and working for Phillips Petroleum Company, became the smallest craft in the nation with "river radar" recently.

It was also the first crew boat operating out of Morgan City, Louisiana, to use the special radar installation for inland waters.

The Model 214 Deccar River Radar on **Eric Jr.** has a range scope of 1/2 to 10 miles, and can be adjusted by the pilot to meet his needs. The antenna assembly is the lightest on the market, weighing only 75 pounds.

**Eric Jr.**, powered by two GM engines developing 230 horsepower, was built about a year ago by Sewart Seacraft, Inc.


**TOPS IN CREW BOATS**



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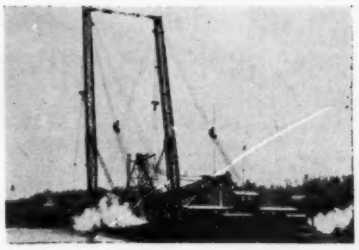

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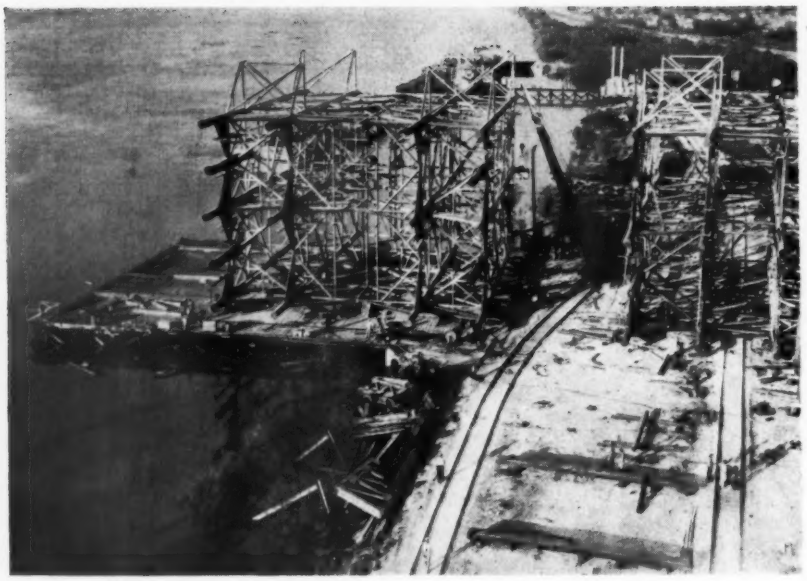
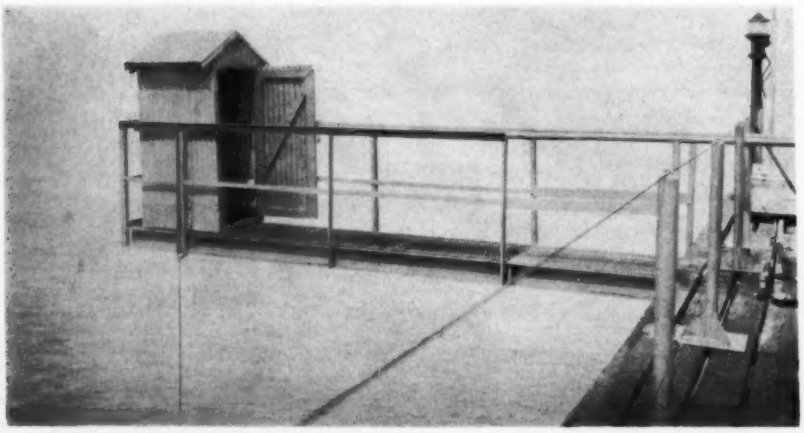


Before moving from its shore-based fabrication site a structure is Copon coated.

Test applications on this and other installations has proved the ability of Copon coatings to give long lasting corrosion protection in the splash zone and above and below the waterline.



Chick Sale never had it so scientific as on offshore installations, where Copon protects even the traditional architecture.

### Just four coats needed

# Plastic Co

A NEW SYNTHETIC PLASTIC product is proving highly effective as an inhibitor of normal, salt water, splash and caustic corrosion on offshore rigs and equipment. Results of extensive tests reveal that four coats of the product will give years of protection under conditions that usually break down conventional six to nine coat paintings in a matter of months.

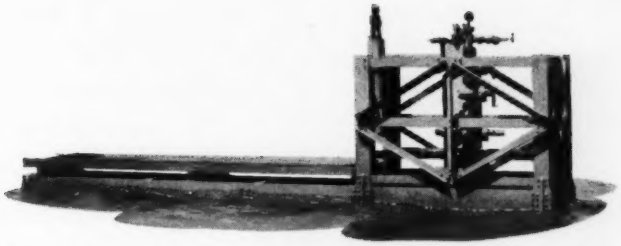
The protective coating, Activated Copon, was developed by the Coast Paint and Lacquer Company, Inc., of Houston, Texas, after an exhaustive study of conditions existing at offshore drilling locations.

**Study . . .** Research and development of the product began more than five years ago. At that time, Coast Paint and Lacquer engineers, recognizing the protective possibilities of then untried Epon resins, secured the first such resins produced by the Shell Chemical Company of Houston.

In cooperation with corrosion engineers from several major oil, gas and chemical companies, they began a program of research and field development. The program included a study of conditions existing within chemical companies and those peculiar to offshore drilling locations. Test applications of various products developed were made on existing offshore structures and equipment as well as on components of rigs and equipment that were being fabricated.

One of the earlier test applications was a four-coat Copon coating ap-

# c Coating Fights Corrosion



**After more than four years, this Copon system protected well-head is still in excellent condition. Four coats were applied.**

plied to a major oil company's permanent well-head structure in Galveston East Bay area. After more than four years of service, that Copon coating is in excellent condition and still offers complete beautification and protection of the structure—in the critical splash area, as well as above and below the waterline.

**Many factors . . .** During the early development period, it was discovered that a great many factors must be considered in order to provide coatings that can be successfully applied under the unusual working conditions that exist at offshore locations and fabrication plants. Through extensive research and trial and error experimentation, Copon primers were developed that assure tenacious adhesion of the coating to steel or zinc coated surfaces throughout a wide range of application conditions.

The ability of Copon to stay put on all surfaces makes possible dry film thicknesses of up to 2 mils for primers and regular coats and thicknesses of 6 to 35 mils per coat with Copon Mastic and Copon Smooth Thick Coat. The thicker films provide superior protection for seams, welds and sharp edges. They also provide protection against the abrasive action of workboats tied up alongside the structure.

**Saves on labor . . .** The four coat system for applying Copon makes possible a considerable savings in labor costs for the applicator. Tests have proved that the system provides proper rust inhibitor protection for metals, adequate thickness of film and desired color.

During the past few years, a great many self-contained structures, mobile offshore drilling units and operating vessels have been protected with Copon. In addition to its other advantages, the product's ability to resist the corrosive action of drilling mud makes it especially valuable for protecting offshore structures and vessels.

Copon is manufactured by Coast Paint and Lacquer Company, Inc., and by other franchised manufacturing companies strategically located to serve the oil industry efficiently. Copon manufacturers not only provide engineered coating systems, but their technicians are available to study unusual problems and recommend specific application systems. If needed, they are on hand during actual application to offer further service.

**. . . research and development of Copon began five years ago . . .**

**A large crane helps a painter applying Copon get up in the world.**

# SERVICE PERSONALITIES . . . . . In the News

## Baroid Organizer Retires

### George L. Ratcliff no longer National Lead vice president, but continues as a director

GEORGE L. RATCLIFFE, director and vice president of National Lead Company, retired February 1. He will continue to serve as a director of National Lead Company.

Ratcliffe organized the first company devoted exclusively to servicing and selling oil well drilling muds. He was for many years general manager of the Baroid Division, National Lead Company.

He was also the first to introduce a fleet of laboratory equipped field cars for testing oil well drilling mud. His company made mud testing equipment available to oil well drillers, and established the basic mud techniques, materials, and processes now standard everywhere in oil well drilling.

A native of Buffalo, N. Y., he started his career in the oil business in 1912. He held exeeutive posts with various oil and gas firms before launching, in 1928, the company that is now Baroid Division, National Lead Company.

Belonging to many civic and professional groups, he is a charter member and was president of the California Natural Gasoline Association for two years and, in 1921-1929, was director and vice president of the Natural Gasoline Association of America.

### Cheney "Oilwell" Manager At Corpus Christi, Texas

Raymond T. Cheney is now store manager of the Corpus Christi, Texas, store of U. S. Steel's Oil Well Supply Division. An "Oilwell" employee since 1949, he was transferred to Corpus Christi in 1952 as field representative.

### C. S. Seabring to Direct Alco Products Research

Captain C. S. Seabring, USN, has been appointed director of the newly established department of research and development of Alco Products, Inc. Captain Seabring's retirement from the Navy became effective February 29.

His responsibilities will include certain aspects of Alco's nuclear power projects and the company's gas turbine development program. He has done work on atomic-powered submarines.

### R. Neil Jones Appointed United Vice President

R. Neil Jones has been promoted to vice president of United Supply and Manufacturing Company, which operates over 28 oil field supply stores in five states.

Jones joined United Supply at Odessa, Texas, in 1942. In 1943 he transferred to Tulsa, company headquarters, and has since covered oilfield supply operations throughout the Mid-Continent and Gulf Coast areas.

He attended the universities of Oklahoma and Alabama.

## Mid-Continent Opens at Harvey

### G. E. Belanger will manage supply company's newest field store, designed to serve offshore industry

G. E. BELANGER, formerly with Mid-Continent Supply Company at Houma, is manager of Mid-Continent's new store at Harvey, Loisiana. It is the organization's newest field store.

Ken W. Davis, Mid-Continent president, said in making the announcement, "We put in a store at Harvey to further complete our network of stores and locations serving the offshore oil industry.'

Mid-Continent maintains Louisiana Gulf Coast stores and locations at Harvey, Houma, Lake Charles, New Orleans, and New Iberia. New Orleans is district headquarters for the organization's Louisiana Gulf Coast area.

Field salesmen at Harvey are B. H. LeNorman and E. R. McMullan. Storemen include M. L. Black, H. E. Carney, J. E. Moon, and H. L. Knieff.

The newest Mid-Continent store is located at Peters Road and 11th Street in Harvey, near the Harvey Industrial Canal.

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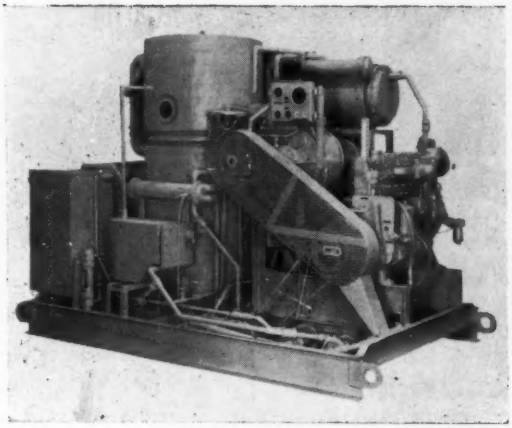

MECO 300 GPH Units, as pictured above, are installed on all CATC Tenders.

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*Call us for: Crew Boats, Seagoing Tugs, Rig Tenders.*

## ROBIN BOAT RENTAL SERVICE

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448 Pailet St. Harvey, La.

## Harrisburg Promotes Two At Houston Headquarters

Two promotions in the district headquarters of Harrisburg Sales & Service, Inc., at Houston have been announced by A. B. Quinn, Harrisburg president.

R. T. Stewart, left, is new district manager for Harrisburg. He will be responsible for sales and activities in south and east Texas. He has been with Harrisburg in Houston since 1948, and before that was with an oil field supply company.

D. R. Glosson was appointed a sales engineer in Houston.

## Johnston Testers Sold To Schlumberger Corp.

Schlumberger Well Surveying Corporation has acquired the assets of Johnston Testers, Inc., Pierre Schlumberger, president, announced.

Johnston Testers shareholders netted $8.1 million—a price of $13.50 a share for 600,000 outstanding.

Johnston is to be operated under the same name, as a wholly owned subsidiary of Schlumberger. No organizational changes are planned and M. O. Johnston, founder of the firm, will remain its president.

## Alco Announces Two New Advertising Appointments

Alco Products, Inc., of Schenectady, New York, has announced the appointment of Arthur A. Batts, Jr., as director of advertising and marketing research, and A. Robert Jaeckel as manager of advertising and sales promotion.

## National Lead Acquires Stock of Mud Products

National Lead Company is acquiring the capital stock of Mud Products, Inc., of Tulsa, Oklahoma, by exchange of its own shares of stock. Mud Products will continue to distribute the products of the Baroid Division of National Lead.

## A. C. Oden Back at McEvoy As Export Division Head

A. C. (Billy) Oden has returned to McEvoy Company of Houston, Texas, after an absence of nearly two years. He has been appointed manager of McEvoy's export division, and will also be in charge of domestic agents representing McEvoy throughout the United States. The company manufactures oil field equipment.

Daffin

Schnars

## Engineering Department Of Camco, Inc., Expands

A general expansion of the engineering department at Camco, Inc., of Houston, has been announced by H. E. McGowan Jr., vice president of production.

Douglas Daffin, formerly with Otis Pressure Control, is chief wire line engineer—in charge of designing and equipping the Camco hydraulic wire line trucks with tools. He also serves as trouble-shooter on wire line jobs.

Joe Henderson will supervise manufacture of the wire line trucks continuously being added to the Camco fleet.

Fred Schnars, graduate of Penn State and formerly with The Atlantic Refining Company, assists H. W. Winkler and K. O. Robinson in the development of gas lift equipment and in reservoir engineering work.

## American Anchor Acquires Continental Chain Assets

American Anchor & Chain Corporation of Fieldsboro, New Jersey, has begun operations after acquiring the assets of the former Continental Chain Corporation.

American Anchor will manufacture and sell all types of anchors and anchor chains, other types of marine and industrial chain, and miscellaneous commercial drop forgings.

The company is under completely new management.


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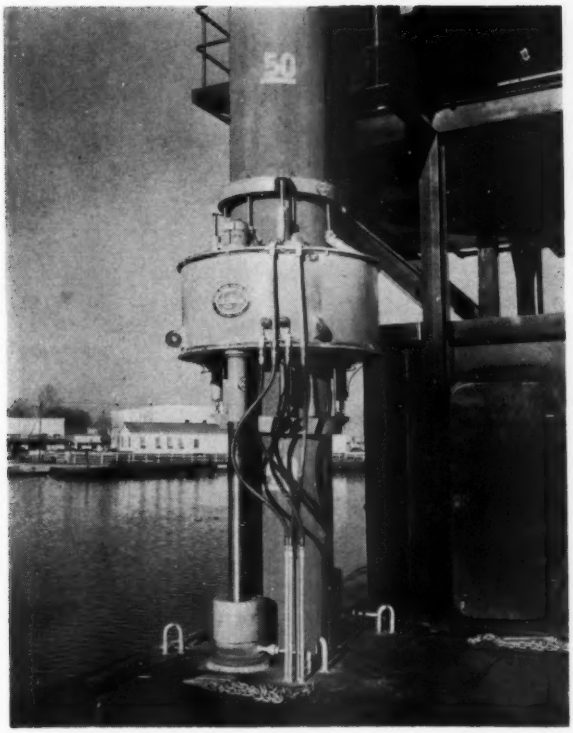


**Spud-jack built by Joe Stine, Inc., of Houston, and in operation on a drilling barge built for Mene Grande Oil Company for use in Lake Maracaibo, Venezuela.**

## Joe Stine Offers Custom-Designed Hydraulic Spud-Jacks for Barges

Joe Stine, Inc., has made available a custom-designed lifting mechanism for use on offshore drilling barges for raising them effectively on spuds. These hydraulic spud-jacks are used in varying numbers, depending on the weight lift and other factors.

Each unit has separate controls and central pump system for actuating the hydraulic mechanism. The unit shown "locked on spud" has an approximate OD of 30". It is comprised of hydraulically operated piston, cylindrical housing that locks around the spud, conventional slips, pump and controls, with various fluid hose lines. When the slips are set, the unit has a 4' piston stroke. The operation of these units, in unison, can raise the equipment to any spud height quickly and efficiently.

The equipment utilizes proved principles of hydraulics and mechanics and develops huge lifting power with speed. Its simplicity of design offers new economies in lifting jacks. The manufacturer specializes in heavy-duty jacks, all custom built.

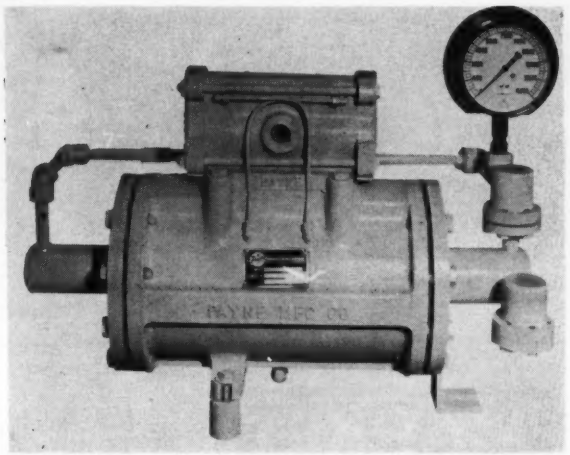
**For more information check ITEM 5.**
**INQUIRY CARD PAGE 38**

## Catalog of New Safety Hooks Available from Bullard Company

E. D. Bullard Company has a four-page catalog covering new styles of the Bullard-Burnham safety hooks. It contains photographs of hooks and connecters, each accompanied by a full explanation of their uses on hoists and cranes. Data covers types "A' to "S" for hooks ranging from No. 1 with a working load of 1000 pounds, through No. 16A with a working load of of 50,000 pounds and utility hooks for use with "Hot Line Tools."

Also made available is an eight-page brochure covering technical data on sizes and types of B-B hooks needed for many models of hoist and pullers.

**For more information check ITEM 2.**
**INQUIRY CARD PAGE 38**



## Payne Manufacturing Develops New High Pressure Plunger Pump

A pump, called the Payne DP 1000 High-Pressure Plain-End Plunger Pump has been developed by the Payne Manufacturing Company. The pump has a double-acting plunger with only two valves and two sets of packing. It is made in various sized fluid ends for a range of volumes and discharge pressures from 600 to 20,000 psi. The power end operates on air, gas or steam.

Fluid end parts of the pump are made of materials to suit the particular job. The Payne Pump was specifically designed for Glycol injectors, blowout preventer test pumps, chemical injectors, hydrostatic testing and rig skidding pumps.

**For more information check ITEM 3.**
**INQUIRY CARD PAGE 38**

## Murphy Diesel Company Issues Bulletin of Marine Equipment

Bulletin 127, just released by Murphy Diesel Company, gives details of advanced design features and output data on their line of propulsion engines, auxiliaries, generator sets and power units designed for marine applications.

**For more information check ITEM 4.**
**INQUIRY CARD PAGE 38**

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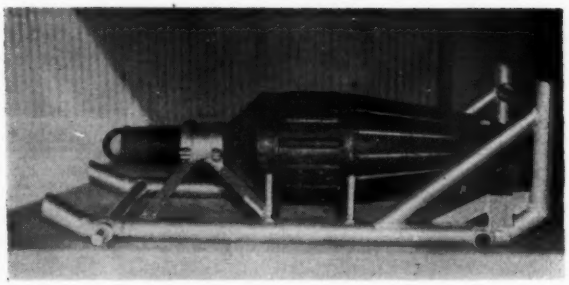

## Eastman Oil Well Survey Offers Three Large-size Casing Rollers

Eastman Oil Well Survey Company is now making three additional large-size casing rollers. These additions to their line were prompted by the occasional necessity for rolling out of large-diameter drive pump commonly used on offshore locations. The rollers are 22", 17⅜" and 15 1/16" in diameter, respectively.

A skid mount has been fabricated for each roller to ease handling and transportation. The rollers incorporate the design features of standard Eastman casing rollers. It is hoped that their use will eliminate cases of large-diametered drive pipe being crimped or collapsed.

For the operators' convenience in certain areas, these tools will be located at the Lafayette, Louisiana, office. However, they will be available for use throughout the Gulf Coast region.

For more information check ITEM 1.
INQUIRY CARD PAGE 38

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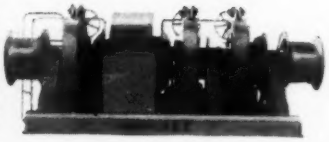

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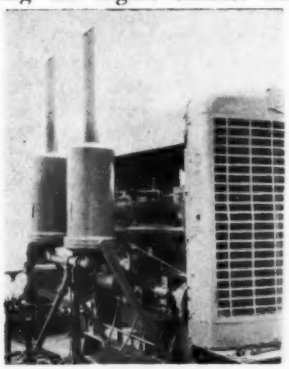
## Snubber Reduces Fire Hazards During Fuel Pumping Operations

The Burgess-Manning Company offers a solution to fire hazards during fuel barge pumping operations with their new water separator snubber. In addition to keeping the engine exhaust temperature below the flash point, the WSS-4 provides the features of exhaust silencing and spark arresting in the same unit.



The snubbers, as shown, were installed on the split exhaust manifold of the barge's engine which drives the cargo pump. A water pump, driven by the engine fan belt, pumps water from a storage tank on deck to the exhaust pipe directly ahead of each WSS-4. In the installation the water input to the exhaust pipe is started manually, although automatic control can be provided.

Water introduced into the exhaust pipe reduces the temperature sharply. The water is removed from the exhaust by centrifugal action within the snubber and returned to the water reservoir for recirculation. The action of the snubber causes the water to leave the bottom and the safely cooled exhaust gases discharge from the top. Tests run show that water temperature

For more information check ITEM 7.
INQUIRY CARD PAGE 38

in the reservoir to be between 160 and 180 degrees F. and the temperature of the exhaust in the tail pipe to be between 200 and 244 degrees F.

Further tests are said to have shown that gasoline sprayed on the exhaust system will not ignite.

For more information check ITEM 8.
INQUIRY CARD PAGE 38

## Magnetic Particle Inspection Device Is Offered by Magnaflux

A magnetic particle inspection device that requires no electrical power is being manufactured by the Magnaflux Corporation. The portable Magnaflux YM-5 Yoke Kit finds cracks in magnetic parts or members, making possible inspection of critical parts or welds in hazardous areas, and eliminating the need for disassembly, heavy equipment and electric power.

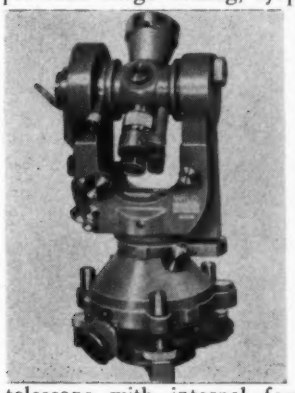
The kit comes complete with a metal storage and carrying case. Total kit weight is 22 pounds. The yoke legs are hinged and angle-cut tips rotate so that good magnetic contact can be made. Magnaflux has developed a new magnetic circuit which gives the YM-5 effective magnetizing power for its weight. The magnetic pull is over 40 pounds on a flat surface.

A spray gun, two powder bulb, and a wet-bath and dry powder magnetic particle materials are included in the kit.

For more information check ITEM 9.
INQUIRY CARD PAGE 38

## New Wild T-2 Instrument of Wild Heerbrugg Has Many Accessories

Major accessories of Wild Heerbrugg Instrument's new Wild T-2 include targets for precise traversing with automatically controlled centering, optical plumb line, precision range finding, eyepiece prisms, diagonal eyepieces for high angle observation and a striding level for direct measurement of trunnion inclinations. Others are attachments for determination of meridian, latitude and longitude and a base plate for setting up the instrument on a pillar.



The Wild T-2 is adapted for all triangulation to the third and second order, and for any precise survey. Features include a clear telescope with internal focus and coated lenses, reversible both ways, with signals aimed at distances up to 12 miles.

Clear and simple readings are achieved with a single microscope alongside the telescope. Direct readings to one second are obtained on both circles, free from eccentricity error.

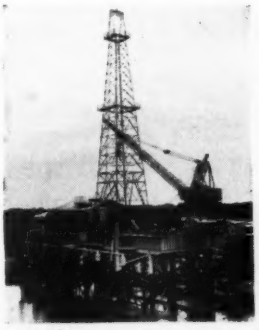
For more information check ITEM 10.
INQUIRY CARD PAGE 38


# SIAMESE TWIN LAUNCHING

Here are the twins! Motor Ships SEA SERVICE and OFFSHORE SERVICE, believed the first ships ever to be simultaneously launched from one shipway on a common cradle. These vessels were launched January 11, 1956 for Sea Service, Inc. at Ingalls' Pascagoula shipyard. The unique launching demonstrated the practicability of multiple simultaneous construction on, and launching in pairs from, a single shipway for mass production in the event of a national emergency.

The sleek, twin-screw service vessels, secured together, slid down the ways in completed state 54 days after their keels were laid.

At the launching, Ingalls officials announced plans to immediately lay keels for two duplicate vessels of this class.



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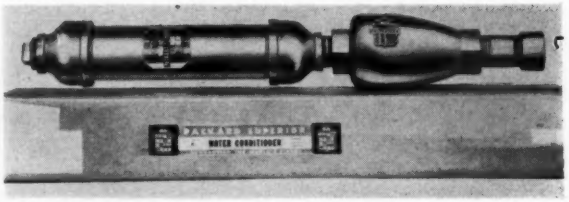
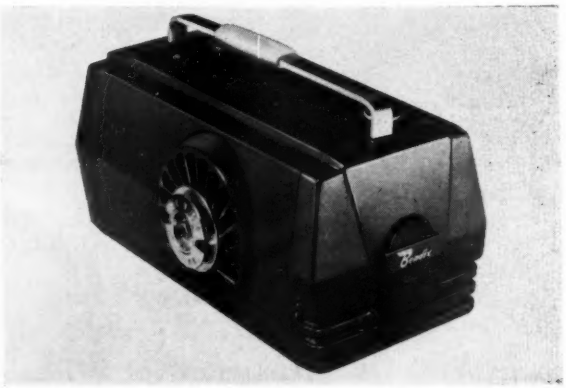


## New Water Conditioner Announced By Packard Manufacturing Company

The Packard Manufacturing Company announces the marketing of a new water conditioner that eliminates and prevents scale and corrosion formations in boilers and water systems without the use of chemicals.

The Packard Water Conditioner prevents scale and corrosion by imparting added energy to the atoms of the water solution. This is the first important application of nuclear physics principles to the treatment of water.


**For more information check ITEM 11.**
**INQUIRY CARD PAGE 38**

## Portable Power Pack Unit Weighs 35 Pounds, Is In Aluminum Case

A 1,000-watt portable power pack unit which weighs only 35 pounds is being offered by Bendix-Marine, of California. The pack is a self-contained light weight gasoline operated power generator. It is designed principally for use with craft which do not have electrical systems, but can be used as a standby unit for vessels with regular electrical systems.


**For more information check ITEM 12.**
**INQUIRY CARD PAGE 38**



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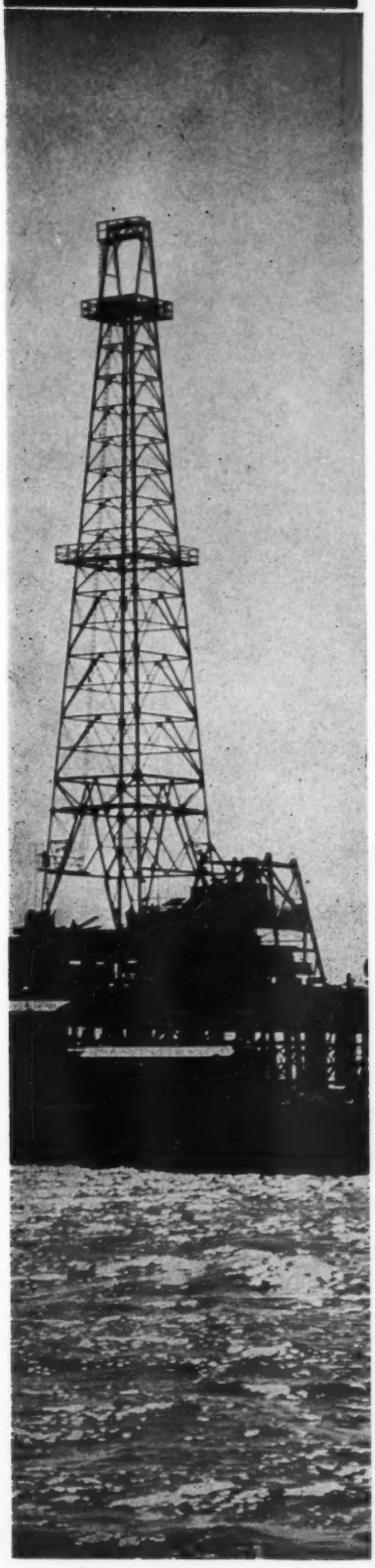

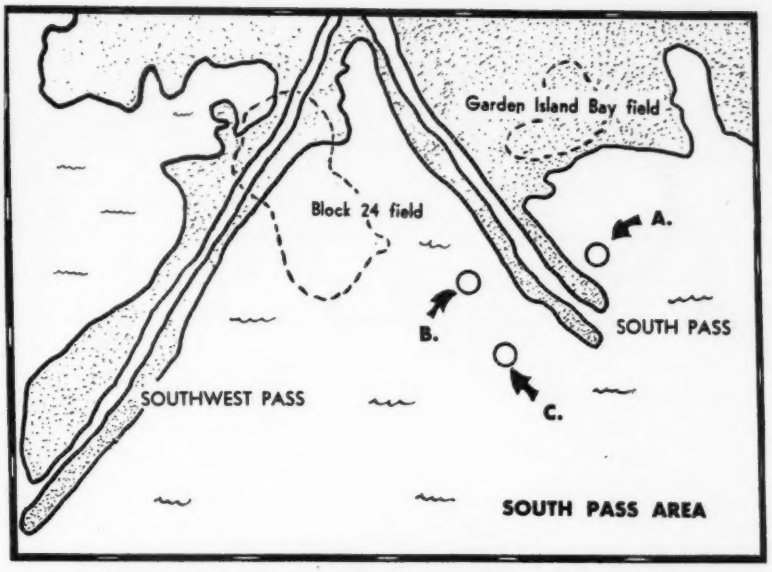


**Three wildcats set last month encircle the South Pass of the Mississippi River, just a few miles from the prolific South Pass Block 24 field and the Garden Island Bay field. A) Shell Oil Company No. 1 State Lease 2675-Block 21, B) Humble Oil & Refining Co. 1 State Lease 2674-Block 22, and C) The California Co. No. 1 Louisiana State 2665-Block 29.**

# A Trio for the South Pass

## Wildcats scheduled by Humble, The California Company and Shell are within a few miles of prolific Block 24 field

A TRIO of wildcats scheduled for the South Pass Area of Plaquemines Parish will encircle the South Pass of the Mississippi River, in the vicinity of the prolific South Pass Block 24 field.

Shell Oil Company No. 1 State Lease 2675-Block 21 is to go to 11,500 feet. A Rebstock & Reeves rig will be used. It is about five miles South of Garden Island Bay production.

Two miles southeast of the Block 24 field, Humble Oil & Refining Company is to drill its No. 1 State Lease 2674-Block 22 to 12,000 feet.

The California Company spotted its No. 1 Louisiana State 2665-Block 29 as a 12,000-foot venture in Block 29.

## Louisiana

### Dual Gas Strike Completed In East Cameron by CATC

A dual dry gas discovery in Block 62 of the East Cameron Area off Cameron Parish has been finaled for the CATC group by Continental Oil Company, the operator.

On potential through a 10/64-inch choke and perforations between 7,638-48 and 7,654-78 feet the No. 1-A State Lease 1200 flowed at the rate of 3,090,000 cubic feet of gas daily. Tubing pressure was 2,545 pounds.

Later the well will be dually completed through perforations between 7,130-146 feet, where it tested earlier for 2,950,000 cubic feet of dry gas daily through a 14/64-inch choke.

### Gulf Location 52 Miles Out Gets Second Wildcat

Gulf Refining Company has scheduled its second wildcat for a location 52 miles from shore and in water 101 feet deep—the farthest out and deepest water now being drilled in.

The No. 2-A Block 179-OCS 0492 will go to a depth of 10,000 feet in Block 179 of the Vermilion Area.

The company has been drilling its No. 1 OCS 0452-Block 180 in adjoining Block 180 using the tender **Pelican.** Salt Dome Production Company has the contract.

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## Lake Washington Marine Extender Gets Offset

An east offset to a recently completed overwater south extension to the Lake Washington onshore field in Plaquemines Parish has been staked by Shell Oil Company.

Shell's No. 2 State Lease 2637 will be drilled to a depth of 11,500 feet in Block 2 of the West Delta Area.

The extender, Shell Oil Co. No. 1 Shell-Texas-Humble - Placid - State Lease 2637, was tested early this year for a daily flow of 265 barrels through perforations between 11,-278-88 feet.

## Confirmation Test Slated For Main Pass Block 23

A 7,800-foot confirmation test for Main Pass Block 23 field off Plaquemines Parish is to be drilled by The California Company.

The new try is No. 1 Louisiana State Lease 2449. Discovery was the No. 1 State Lease 2449, which flows oil from the 7,100-foot pay.

## Phillips, Humble Set Eugene Island Wildcats

Phillips Petroleum Company and Humble Oil & Refining Company have each staked wildcats off St. Mary Parish in the Eugene Island Area.

Humble will drill its No. 1 Federal OCS 0426 as a 12,000-foot wildcat in Block 76, about two miles southwest of the same operator's No. 1 Federal-OCS 0466, active wildcat. The company has about 35,000 acres in the vicinity.

Phillips Petroleum Company has staked its No. 2 Eugene OCS 0474 in Block 129-A of the Eugene Island Area. It will go to 13,000 feet.

**"Okay! Laugh. But just wait until you sit down to a nice mess of fresh vegetables!"!**

## Vermilion Prospectors Set by Union, Pure Oil

Two wildcats have been scheduled for the Vermilion Area off Vermilion Parish. They are to be drilled by The Pure Oil Company and Union Oil Company of California.

Pure Oil Company No. 1 OCS 0558 will go to a depth of 13,000 feet. It is in Block 66, about three miles northwest of the Block 76 field.

Union Oil Company of California No. 1-A Federal Lease OCS 0297 is scheduled for a goal of 14,000 feet. It will be in Block 26, about four miles from the Vermilion shore.

## Superior Plans Venture For West Cameron Area

The Superior Oil Company has scheduled its No. 1-A Bureau of Land Management as a wildcat in the West Cameron Area off Cameron Parish.

Location is in Block 72, about 13 miles from shore. Depth goal was not announced.

## Shell Oil To Drill Wildcat West of Lake Pelto Field

Shell Oil Company has staked a 12,500-foot wildcat about three miles west of the Lake Pelto Field of Terrebonne Parish.

The prospector is in Block 43 of the Ship Shoal Area. It will be the No. 1 State Lease 2650.

## Prospector Slated Near Sabine Pass East Jetty

A wildcat about 14 miles southeast of Port Arthur, Texas, and in Block 15 of the West Cameron Area is scheduled by Mecom Petroleums, of Houston and New Orleans.

Mecom has asked Corps of Engineers permission to erect structures for the well, which would be about 990 feet east of the east jetty on Sabine Pass. Depth has not yet been announced.

# Texas

## Sun Oil Co. To Drill Sprint Confirmation

Sun Oil Company has scheduled a confirmation test in its one-well Sprint field off Kleberg County, 36

*(Continued on next page)*


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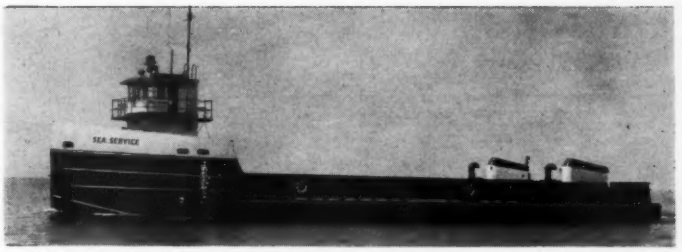

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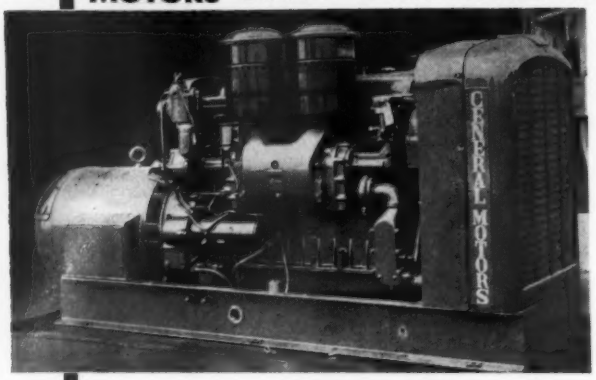


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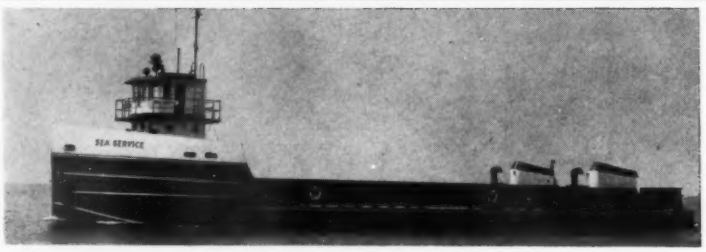

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*(Continued from page 49)*

miles southwest of Port Aransas. It is in small tract 976.

The project, No. 2 State Gulf "A" 976, is to be drilled directionally from Padre Island to a depth of 13,500 feet.

Bottom hole location is about one-third mile southeast of the field opener, No. 1 State Tract 976, which was completed last year for 5 million cubic feet of gas daily through perforations between 9,112-38 feet.

## Magnolia To Drill Another In High Island 10-L Field

The No. A-6 Texas Gulf Tract 9 will be drilled in its High Island Block 10-L field by Magnolia Petroleum Company.

In Block 9 (L) of the High Island Area, the prospector will go to 12,000 feet. It is about one-half mile north-northeast of the No. A-2 gasser.

## Wildcat Near Kain Field Of Matagorda County Set

A second offshore try for the Kain field of Matagorda County is to be drilled by Shell Oil Company seven miles southeast of Matagorda.

The prospector, No. 1 State Tract 488, is slated for a depth of 8,500 feet.

Three Shell wells in the Kain area yield gas, and one of them has been drilled directionally under the Gulf.

No. 1 State Tract 488 will be about a mile from shore and a mile from the directional project.

## Humble Spots Prospector 20 Miles from Galveston

Humble Oil & Refining Company has spotted a wildcat in the Gulf of Mexico off Texas, 20 miles south of Galveston.

The No. 1 Federal Block 253 has a goal of 13,000 feet. It is 3,700 feet from the east and 5,400 feet from the south lines of 5,760-acre Block 253.

Humble also has requested a Corps of Engineers permit to erect drilling structures in State Tracts 247 (L), 316 (S), and 326 (S), approximately 24 miles southwest of Galveston and five miles from shore.

An amendment adding the south one-half of Federal Tract 107 to an earlier application for Tract 141 (L) has been filed by the same company.

## OFFSHORE LOCATIONS

### TEXAS

**Galveston County:** Humble Oil & Refining Co. 1 Federal Block 253, wildcat. Block 253 (L) 20 miles south of Galveston. Proposed depth 13,000 feet.

**Jefferson County:** Magnolia Petroleum Co. A-6 Texas Gulf Tract 9, High Island Block 10-L field. Block 10 (L), 10 miles southwest of High Island. Proposed depth 12,000 feet.

**Matagorda County:** Shell Oil Co. 1 State Tract 488, wildcat in vicinity of the Kain field. Block 488 (S), 7 miles southeast of Matagorda. Proposed depth 8,500 feet.

**Kleberg County:** Sun Oil Co. 2 State Gulf "A" 976, Sprint. Block 976 (S) 36 miles southwest of Port Aransas. Proposed depth 13,500 feet.

### LOUISIANA

**Cameron Parish:** Superior Oil Co. 1-A Bureau of Land Management, wildcat. Block 72 West Cameron Area. Proposed depth not reported.

**Cameron Parish:** Continental Oil Co. (CATC) 2-A State Lease 1200 (OCS 0159) Block 62, East Cameron Block 62. Block 62 East Cameron Area. Proposed depth 9,500 feet.

**Cameron Parish:** Continental Oil Co. (CATC) 1-C Louisiana State 1656-OCS 0190, West Cameron Block 192. Block 192 West Cameron Area. Proposed depth 14,000 feet. Rowan Drilling Co. has the contract.

**Jefferson Parish:** Humble Oil & Refining Co. C-8 State Lease 802, Grand Isle Block 18. Block 19 Grand Isle Area. Proposed depth 12,500 feet.

**Jefferson Parish:** Humble Oil & Refining Co. F-4 State Lease 797, Grand Isle Block 18. Block 9 Grand Isle Area. Proposed depth 10,000 feet.

**Jefferson Parish:** Humble Oil & Refining Co. J-5 State Lease 804 OCS 034-Block 23, Grand Isle Block 16. Block 23 Grand Isle Area. Proposed depth 8,500 feet.

**Lafourche Parish:** The California Co. L-10 Louisiana State 1365, Bay Marchand Block 2. Block 1, Bay Marchand Area. Proposed depth 6,000 feet.

**Lafourche Parish:** The California Co. L-8 State Lease 1367-(OCS-0370)-Block 3, Bay Marchand Block 2. Block 3 Bay Marchand Area. Proposed depth 4,400 feet.

**Lafourche Parish:** The California Co. L-7 Louisiana State 1366, Bay Marchand Block 2. Block 2 Bay Marchand Area. Proposed depth 4,900 feet.

**Plaquemines Parish:** Shell Oil Co. 2 State Lease 2637, Lake Washington. Block 2 West Delta Area. East offset to No. 1-2637, oil well in south extension area. Proposed depth 11,500 feet.

**Plaquemines Parish:** Shell Oil Co. 37 State Lease 998-Block 11, South Pass Block 24 area. Block 11 South Pass Area. Proposed depth 7,700 feet.

**Plaquemines Parish:** Shell Oil Co. 9 State Lease 1357-Block 81, Main Pass Block 69. Block 81 Main Pass Area. Proposed depth 9,000 feet.

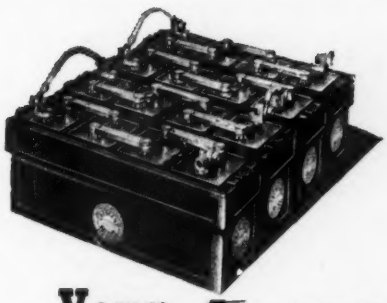
**Plaquemines Parish:** Shell Oil Co. 38 State Lease 998-Block 11, South Pass Block 11. Block 11 South Pass Area. Proposed depth 8,200 feet.

**Plaquemines Parish:** Shell Oil Co. 41 State Lease 998-Block 11, South Pass Block 24. Block 11 South Pass Area. Proposed depth 8,200 feet.

**Plaquemines Parish:** Shell Oil Co. 35 State Lease 998-Block 24, South Pass Block 24. Block 11 South Pass Area. Proposed depth 5,900 feet.

**Plaquemines Parish:** Shell Oil Co. 29 Louisiana State 1008 (OCS 0350) Block 24, South Pass Block 24. Block 24 South Pass Area. Proposed depth 6,800 feet.

**Plaquemines Parish:** Humble Oil & Refining Co. 1-K Humble-Shell-State Lease 1064-OCS 0365-Block 20, West Delta Block 30. Block 20 West Delta Area. Proposed depth 14,000 feet.

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**Plaquemines Parish:** Kerr-McGee Oil Industries Inc. 1-A State Lease 2325, wildcat. Block 11 Breton Sound Area. Proposed depth 6,500 feet.

**Plaquemines Parish:** The California Co. 2 Louisiana State 2449, Main Pass Block 23. Block 23 Main Pass Area. Proposed depth 7,800 feet.

**Plaquemines Parish:** The California Co. 9-A State Lease 1069-OCS 0385-Block 29, West Delta Block 30. Block 29 West Delta Area. Proposed depth 8,500 feet.

**Plaquemines Parish:** Humble Oil & Refining Co. 1 State Lease 2674-Block 22, wildcat. Block 22 South Pass Area. Proposed depth 12,000 feet.

**Plaquemines Parish:** The California Co. 1 Louisiana State 2665-Block 29, wildcat. Block 29 South Pass Area. Proposed depth 12,000 feet.

**Plaquemines Parish:** Shell Oil Co. 1 State Lease 2675-Block 21, wildcat. Block 21 South Pass Area. Proposed depth 11,500 feet.

**Plaquemines Parish:** The California Co. G-7 Louisiana State 1277-(OCS-0371)-Block 68. Main Pass Block 69 field. Block 68 Main Pass Area. Proposed depth 10,800 feet.

**Plaquemines Parish:** Shell Oil Co. B-3 State Lease 1008 (OCS 0350) Block 24, South Pass Block 27. Block 24 South Pass Area. Proposed depth 8,100 feet.

**Plaquemines Parish:** Shell Oil Co. 26-B State Lease 1388-Block 24. South Pass Block 24. Proposed depth 9,750 feet.

**Plaquemines Parish:** The California Co. 3-B State Lease 1069 OCS 0385, West Delta Block 30. Block 29 West Delta Area. Proposed depth 12,700 feet.

**Plaquemines Parish:** Shell Oil Co. 39 State Lease 998, South Pass Block 24. Block 11 South Pass Area. Proposed depth 9,700 feet.

**Plaquemines Parish:** Shell Oil Co. 40 State Lease 998, South Pass Block 24. Block 11 South Pass Area. Proposed depth 9,700 feet.

**Plaquemines Parish:** The California Co. 8 Louisiana State 1277, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 7,150 feet.

**Plaquemines Parish:** The California Co. 5-F State Lease 1277, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 7,450 feet.

**Plaquemines Parish:** Shell Oil Co. 42 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed depth 9,700 feet.

**Plaquemines Parish:** Shell Oil Co. 43 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed depth 9,750 feet.

**Plaquemines Parish:** Shell Oil Co. 5-A State Lease 1007 OCS 0349-Block 24, South Pass Block 24. Block 24, South Pass Area. Proposed depth 8,300 feet.

**Plaquemines Parish:** Shell Oil Co. 12 State Lease 1355, Main Pass Block 69. Block 80, Main Pass Area. Proposed depth 8,300 feet.


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**St. Bernard Parish:** Kerr-McGee Oil Industries, Inc., 1-EE State Lease 1997-Block 21, Breton Sound Block 20. Block 21 Breton Sound Area. Proposed depth 6,500 feet.

**St. Mary Parish:** Humble Oil & Refining Co. 1 Federal OCS 0426, wildcat. Block 76, Eugene Island Area. Proposed depth 12,000 feet.

**St. Mary Parish:** Phillips Petroleum Co. 2 Eugene-OCS 0474, wildcat. Block 129-A, Eugene Island Area. Proposed depth 13,000 feet.

**St. Mary Parish:** Pure Oil Co. 1-F State Lease 833, Eugene Island Block 32. Block 32 Eugene Island Area. Proposed depth 15,000 feet.

**Terrebonne Parish:** Kerr-McGee Oil Industries, Inc., 1-G State Lease 752, Ship Shoal Block 32. Block 30 Ship Shoal Area. Proposed depth 10,000 feet.

**Terrebonne Parish:** Gulf Refining Co. 2-C OCS 0420, Ship Shoal Block 154. Block 154 Ship Shoal Area. Proposed depth 7,000 feet.

**Terrebonne Parish:** Magnolia Petroleum Co. A-1 State Lease 762-(OCS-056)-Block 55, wildcat. Block 55 Ship Shoal Area. Proposed depth 15,000 feet.


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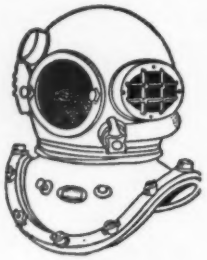

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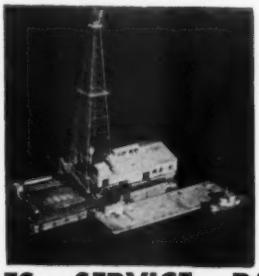

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**Terrebonne Parish:** Ocean Drilling & Exporation Co. 2 State Lease 1527, wildcat. Block 67, Ship Shoal Area. Proposed depth 12,500 feet.

**Terrebonne Parish:** Magnolia Petroleum Co. 3-E State Lease 765, Ship Shoal Block 72. Block 71, Ship Shoal Area. Proposed depth 11,000 feet.

**Vermilion Parish:** Pure Oil Co. 1 OCS Lease 0558, wildcat. Block 66 Vermilion Area. Proposed depth 13,000 feet.

**Vermilion Parish:** Union Oil Co. of California 1-A Federal Lease OCS 0297, wildcat. Block 26 Vermilion Area. Proposed depth 14,000 feet.

**Vermilion Parish:** Gulf Refining Co. 2-A Block 179-OCS 0492, wildcat. Block 179 Vermilion Area. Proposed depth 10,000 feet.

## OFFSHORE COMPLETIONS

### TEXAS

**Galveston County:** Stanolind Oil & Gas Co. 4-B OCS 0279-State Lease 31604, wildcat. Dry Hole. TD about 8,695 feet. Block 144 (L) 15 miles east of Galveston.

**Kleberg County:** Standard Oil Company of Texas 87 State Tract 949, wildcat in Chevron field. Shut-in Gas Well. TD 10,855 feet, perfd. 9,502-22 feet and 9,536-75 feet. PT 1,450,000 CFGD on 12/64-inch choke. State Tract 949, 30 miles southwest of Port Aransas. Directional test from Padre Island.

**Nueces County:** Humble Oil & Refining Co. 1 Gulf of Mexico, State Tract 772, wildcat. Dry Hole. TD 13,000 feet. Block 772 (L), 9 miles south of Port Aransas.

### LOUISIANA

**Cameron Parish:** Continental Oil Co. (CATC) 1-A State Lease 1200, wildcat. Gas Discovery. TD 10,523 feet, perfd. 7,638-48 feet and 7,654-68 feet. PT 3,090,000 CFGD on 10/64-inch choke. GOR, dry gas. Block 62 East Cameron Area.

**Cameron Parish:** Continental Oil Co. (CATC) 1-B State Lease 1656 Block 192 (OCS 0190), West Cameron Block 192. Dual Well, Gas Pay Opener. TD 13,829 feet. PT, perfs. 5,870-78 feet, 860,000 CFGD on ⅛-inch choke. PT, perfs. 4,910-20 feet (new pay), 747,000 CFGD on ⅛-inch choke. Block 192 West Cameron Area.

**Cameron Parish:** U. S. Oil Co. of Texas & Louisiana 6-A State Lease 1133, West Cameron Block 45. Dry Hole. TD 9,112 feet in STH. Was ST out of 5-A junked hole, now PB & ST into 7-A hole. Block 45, West Cameron Area.

**Jefferson Parish:** Humble Oil & Refining Co. 2 State Lease 800-OCS 025-Block 17, Grand Isle Block 16. Dry Hole. TD 2,265 feet.

**Jefferson Parish:** Humble Oil & Refining Co. 2-H State Lease 795-OCS 0368-Block 8, Grand Isle Block 18. Abandoned Hole. TD 12,568 feet in third STH. Block 7 Grand Isle Area.


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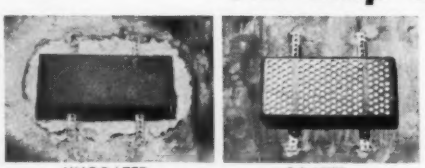

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**Jefferson Parish:** Humble Oil & Refining Co. 2-H State Lease 799, Grand Isle Block 16. Dry Hole. TD 14,691 feet in STH. Block 16 Grand Isle Area.

**Jefferson Parish:** Humble Oil & Refining Co. 2 State Lease 803, Grand Isle Block 16. Dry Hole. TD 3,970 feet. Block 22 Grand Isle Area.

**Lafourche Parish:** The California Co. 1-3 Louisiana State 1366 OCS 0369-Block 2, Bay Marchand Block 2. Oil Well. TD 5,113 feet in salt, perfd. 4,646-54 feet and 4,658-72 feet. PT 138 BOD on 13/64-inch choke. Block 2 Bay Marchand Area.

**Plaquemines Parish:** Shell Oil Co. 32 State Lease 998, South Pass Block 24. Oil Well. TD 9,707 feet, perfd. 7,892-904 feet. PT 212 BOD on 10/64-inch choke. GOR 268-1. Gra. 24. Block 11, South Pass Area.

**Plaquemines Parish:** Shell Oil Co. 33 State Lease 998, South Pass Block 24. Oil Well. TD 7,360, perfd. 7,702-10 feet. PT 233 BOD on 9/64-inch choke. GOR 435-1. Gra. 30.4. Block 11, South Pass Area.

**Plaquemines Parish:** The California Co. 6-G Louisiana State 1277 (OCS 0371) Block 68, Main Pass Block 69. Oil Well. TD 8,525 feet, perfd. 8,352-70 feet. PT 210 BOD on 9/64-inch choke. Gra. 31.8. GOR 548-1. Block 68 Main Pass Area.

**Plaquemines Parish:** The California Co. 4-F State Lease 1278 OCS 0372-Block 69, Main Pass Block 69. Abandoned Hole. TD 10,950 feet. Block 69 Main Pass Area.

**Plaquemines Parish:** The California Co. 11 Louisiana State 1354, Main Pass Block 69. Oil Well. TD 7,160 feet, perfd. 7,015-30 feet. PT 211 BOD plus 128 MCFGD on 9/64-inch choke. Gra. 31. GOR 608-1. Block 68 Main Pass Area.

**Plaquemines Parish:** Shell Oil Co. 3 Louisiana State 1011 (OCS 0352), South Pass Block 27. Gas-distillate Well. TD 9,422 feet, perfd. 7,885-97 feet. PT 226 BOD plus 68 MCFGD on 9/64-inch choke. GOR 301-1. Block 27 South Pass Area.

**Plaquemines Parish:** Shell Oil Co. 2-A State Lease 2554, wildcat. Dry Hole. TD 12,000 feet, stuck DP. To PB & ST for 3-A hole. Block 42, South Pass Area.

**Plaquemines Parish:** Pioneer Oil & Gas Co., Inc., 1 State Lease 2511, Main Pass Block 25. Dry Hole. TD 6,816 feet. Block 25 Main Pass Area.

**Plaquemines Parish:** Shell Oil Co. 31 State Lease 998, South Pass Block 24. Oil Well. TD 9,705 feet, perfd. 7,854-68 feet. PT 207 BOD on 9/64-inch choke. GOR 543-1. Block 11 South Pass Area.

**Plaquemines Parish:** Shell Oil Co. 27 State Lease 1008, South Pass Block 24. Oil Well. TD 6,811 feet, perfd. 6,668-76 feet. PT 229 BOD on 9/64-inch choke. Gra. 34.2. GOR 2,000-1. Block 24 South Pass Area.

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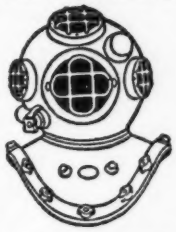

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**Plaquemines Parish:** Kerr-McGee Oil Industries, Inc, 1-E State Lease 752-OCS 0333-Block 30, Ship Shoal Block 32. Dry Hole. TD 6,456 feet. Block 30 Ship Shoal Area.

**Plaquemines Parish:** The California Co. 2-A State Lease 2595, South Pass Block 39 Area. Dry Hole. TD 13,128 feet. Block 39 South Pass Area.

**Plaquemines Parish:** The California Co. 1 State Lease 2552, South Pass Block 40 area. Dry Hole. TD 10,830 feet. Block 40 South Pass Area.

**Plaquemines Parish:** The California Co. 7-A Louisiana State 1069 (OCS 0385), West Delta Block 30. Oil Well. TD 7,900 feet, perfd. 7,804-24 feet. PT 198 BOD plus 50 MCFGD on 9/64-inch choke. Gra. 26.7. Block 29 West Delta Area.

**St. Mary Parish:** Sun Oil Co. 3 State Lease 1537, Eugene Island Block 32. Dry Hole. TD 13,531 feet. Block 33, Eugene Island Area.

**St. Mary Parish:** Shell Oil Co. 6 State Lease 1667, Eugene Island Block 18. Oil Well. TD 10,510 feet, perfd. 9,358-68 feet. IPF 260 BOD and 154,000 CFGD on 9/64-inch choke. Gra. 36.6. Block 18 Eugene Island Area.

**St. Mary Parish:** Magnolia Petroleum Co. 2-K State Lease 691-Block 119, Eugene Island Block 126. Dual Oil Well. TD 6,300 feet. PT, perfs. 5,841-47 feet and 5,855-64 feet, 388 BOD on 12/64-inch choke. PT, perfs. 5,490-92 feet, 369 BOD on 12/64-inch choke. Block 119 Eugene Island Area.

**Terrebonne Parish:** Republic Natural Gas Co., Ltd., 1 State Lease 1519. Wildcat. Dry Hole. TD 15,246 feet. Block 1 Ship Shoal Area.

**Terrebonne Parish:** Kerr-McGee Oil Industries, Inc., 1-H State Lease 755-Block 33. OCS 0336, Ship Shoal Block 32. Dry Hole. TD 12,300 feet. Block 32 Ship Shoal Area.

**Terrebonne Parish:** Humble Oil & Refining Co. 4-A State Lease 1035 (OCS 019) Block 54, South Timbalier Block 54. Dry Hole. TD 8,343 feet. Block 54 South Timbalier Area.


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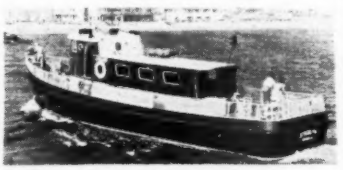

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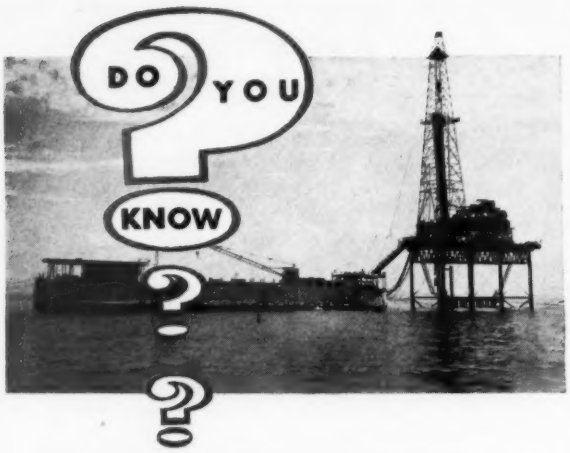


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# *The Slush Pit . . .*

THE SOLDIER, just back from overseas, found that his pass was delayed for first one reason and another. for nearly a week. Since he hadn't seen his wife (who was now waiting near the base) in nearly two years, he was understandably upset. In desperation, he went to the sergeant and finally managed to wheedle a two hour emergency pass.

He was gone nearly four hours. Just before he was led away to the guardhouse, the sergeant asked him if he had any last statement or explanation.

"Well, I'd have made it in two hours," said the crestfallen soldier, "if I hadn't encountered bad luck."

"What kind of bad luck?" asked the sergeant.

"I made it to the hotel where my wife is staying in just thirty minutes," explained the soldier. "After spending thirty minutes with her, I was ready to come back. Trouble was, she was in the bathtub when I got there—and it took another two hours for my uniform to dry!"

---

A man came home one evening raving about his new secretary. She was efficient and smart, besides being shapely and good-looking. "She's a real doll!" he elated.

His six-year-old daughter piped up to ask: "Does she close her eyes when you lay her down, daddy?"

---

The boy parked his old jalopy on a deserted side road near a moonlit lake.

"Why are we stopping here?" his girl friend asked.

"I want to discuss the hereafter," he told her.

"Hereafter?" she said. "I don't understand."

"Well, if you're not here after what I'm here after—you're going to be here after I've gone home!"

---

**"It's about time they should get a larger crewboat!"**

# OFFSHORE CHART
# STATE OF LOUISIANA

PREPARED (1956) BY
DOUGLAS MAGINNIS

# OFFSHORE

THE MARINE OIL OPERATIONS JOURNAL
P. O. BOX 977 - CONROE, TEXAS

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SCALE OF MILES

10 0 10 20 30 40

**SCALE 1:500,000**

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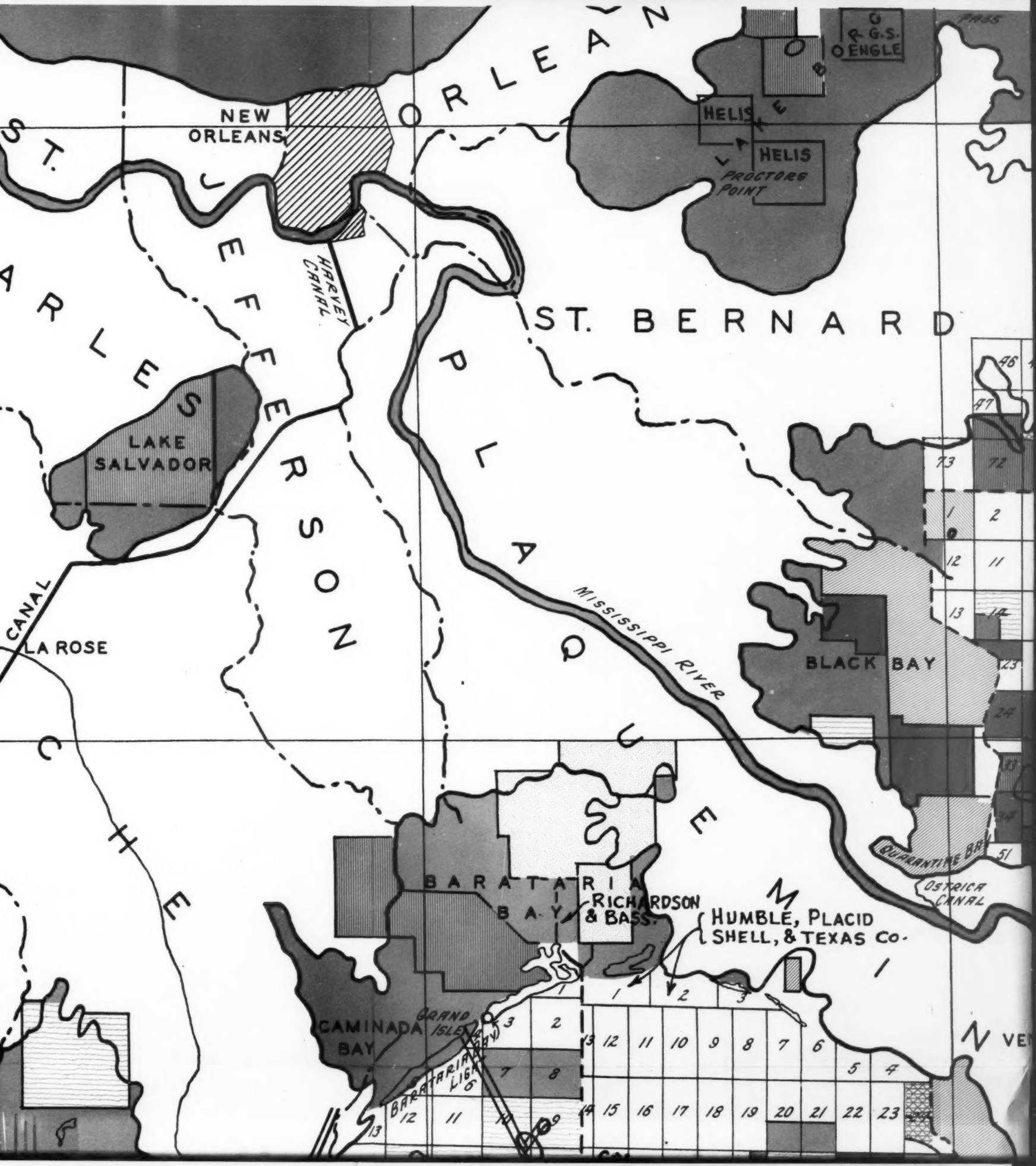
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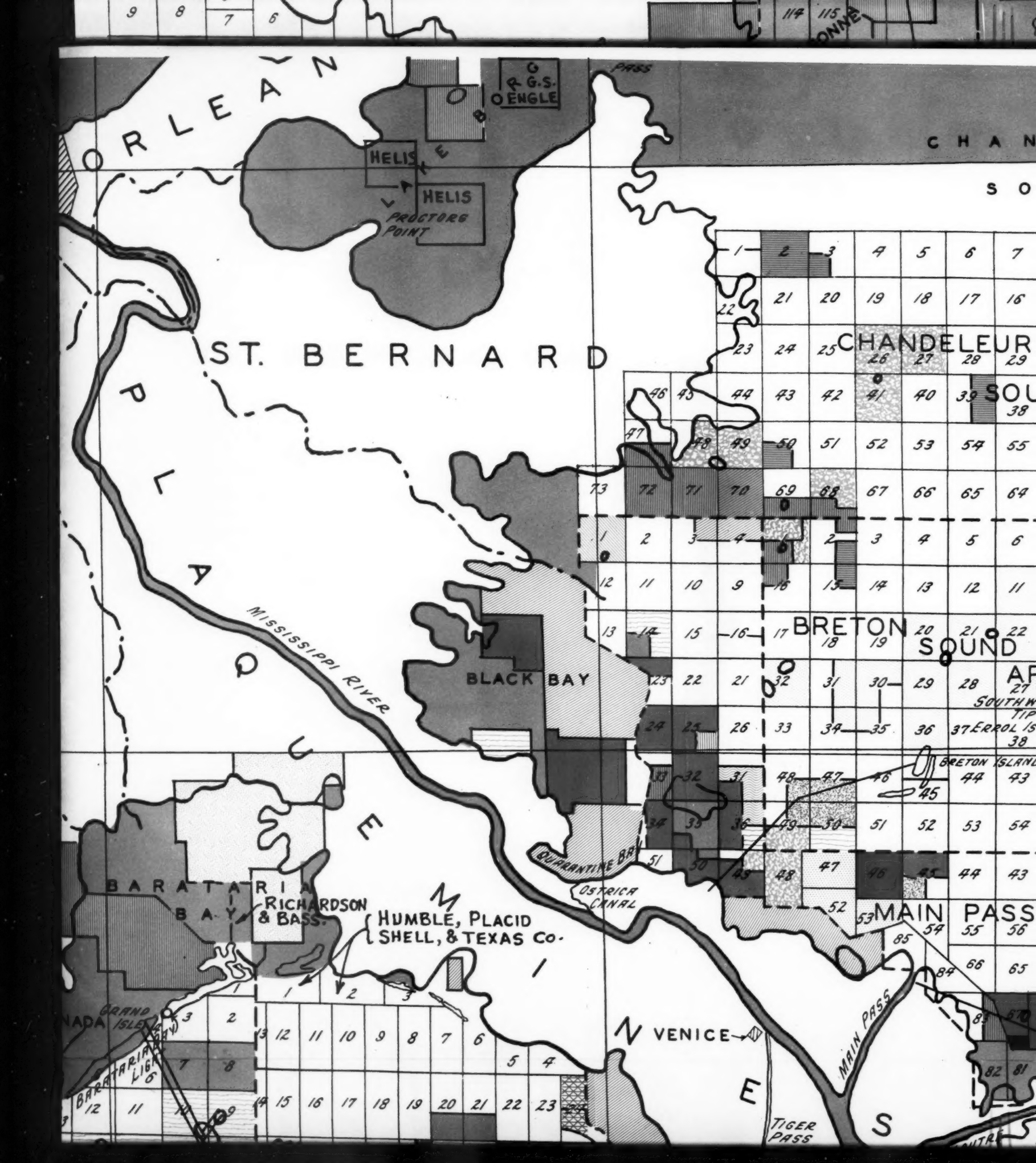
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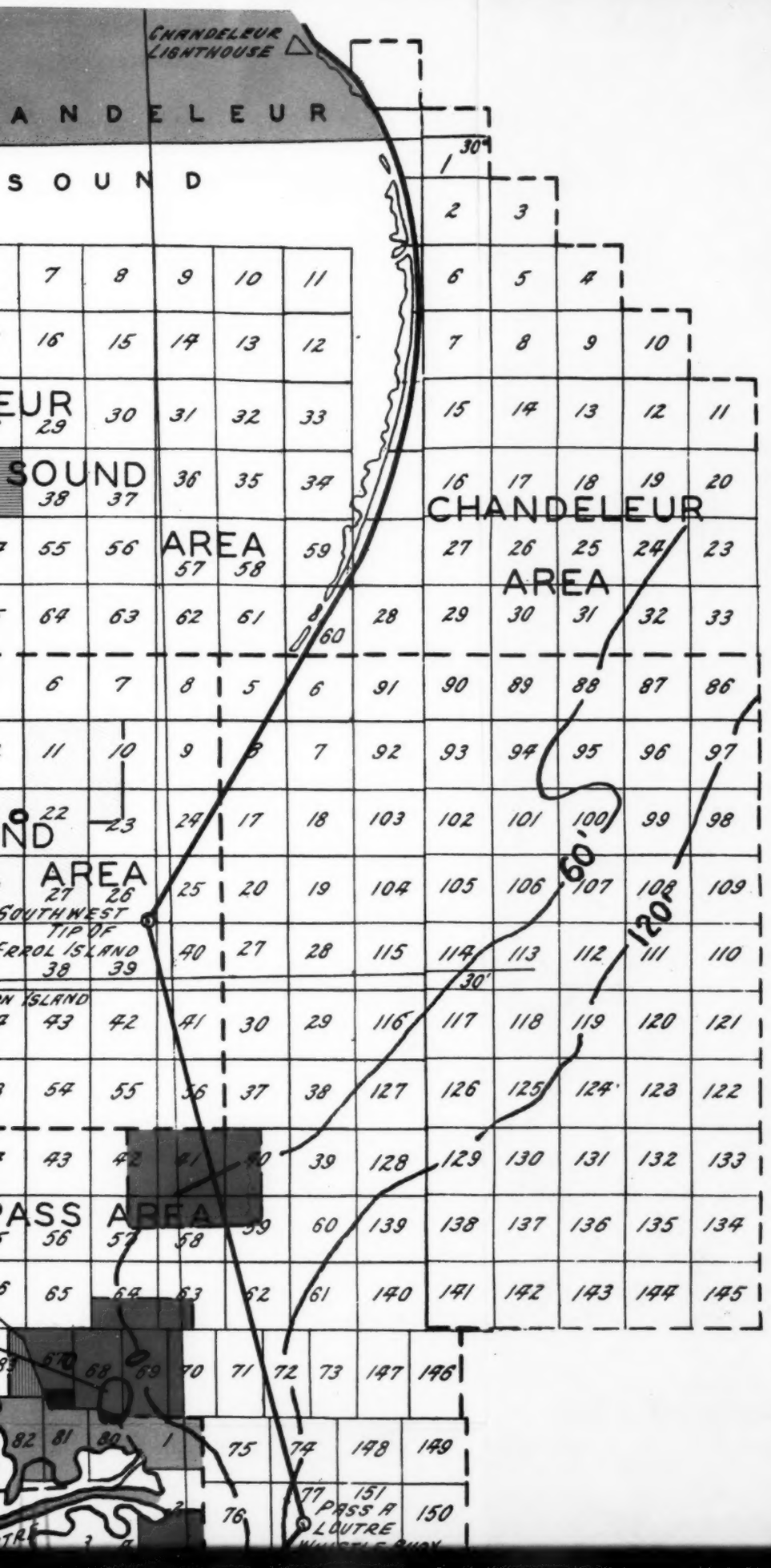



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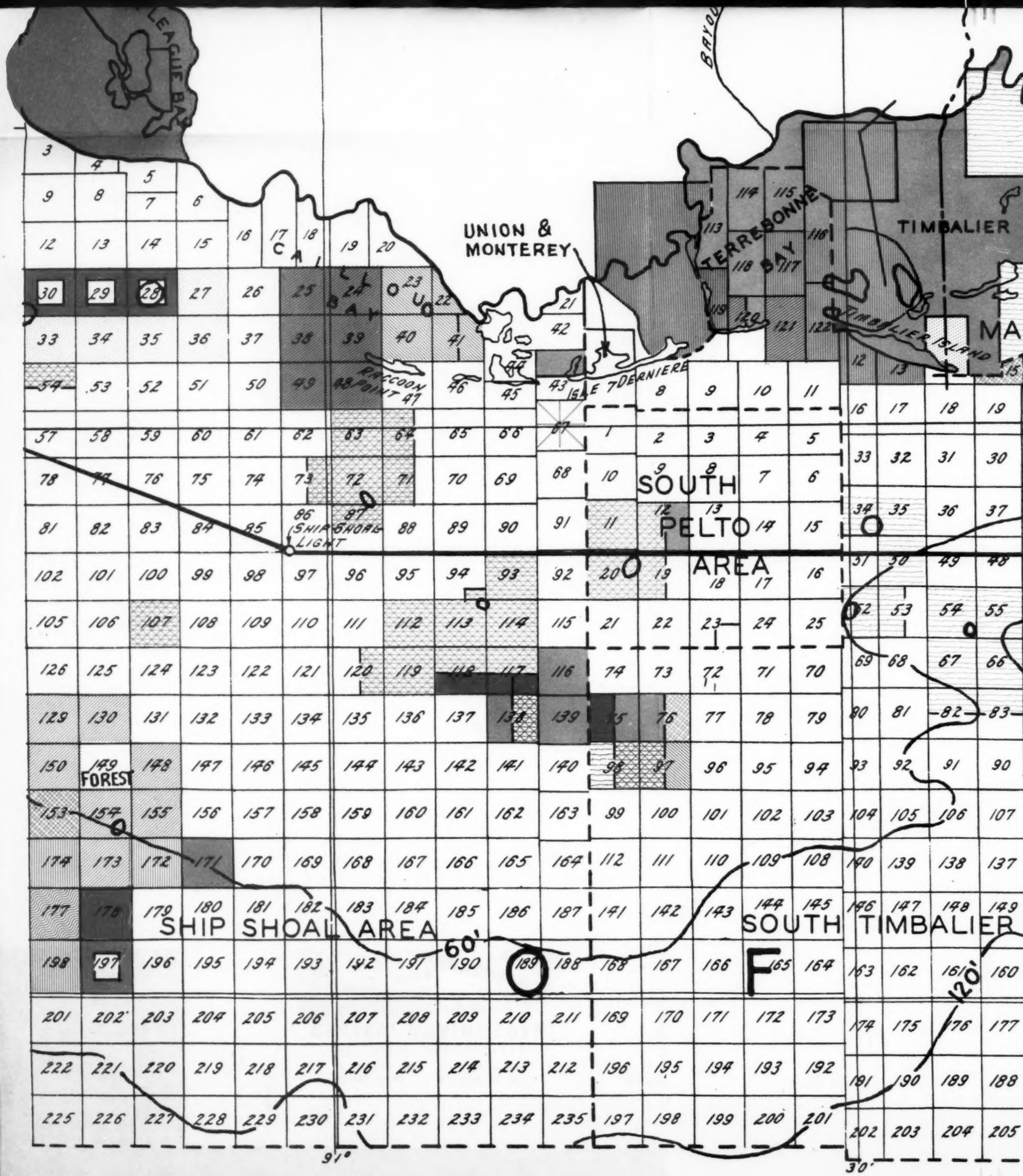
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LIGHT
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SHIP SHOAL AREA
SOUTH TIMBALIER
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120'
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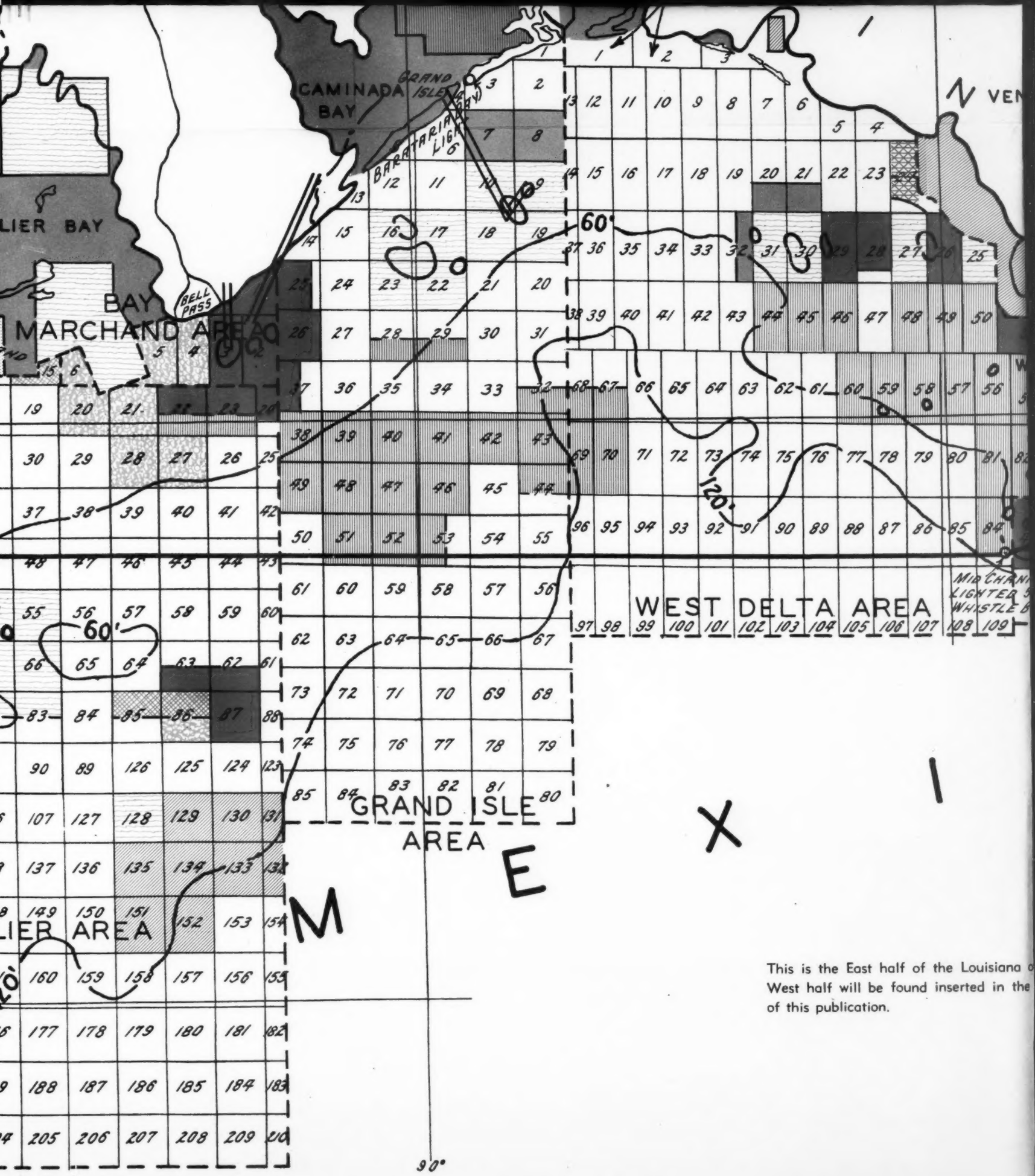
30'

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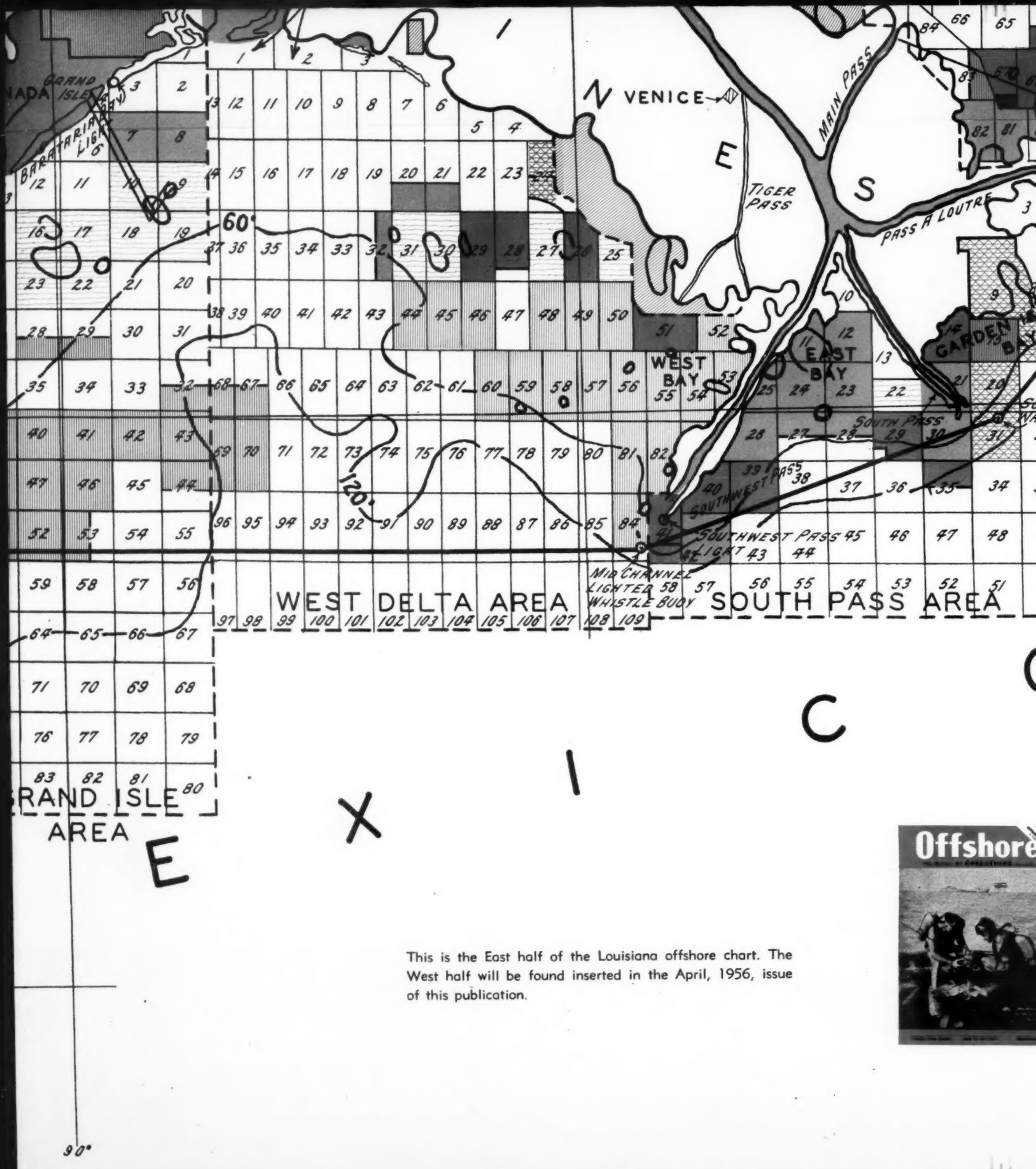


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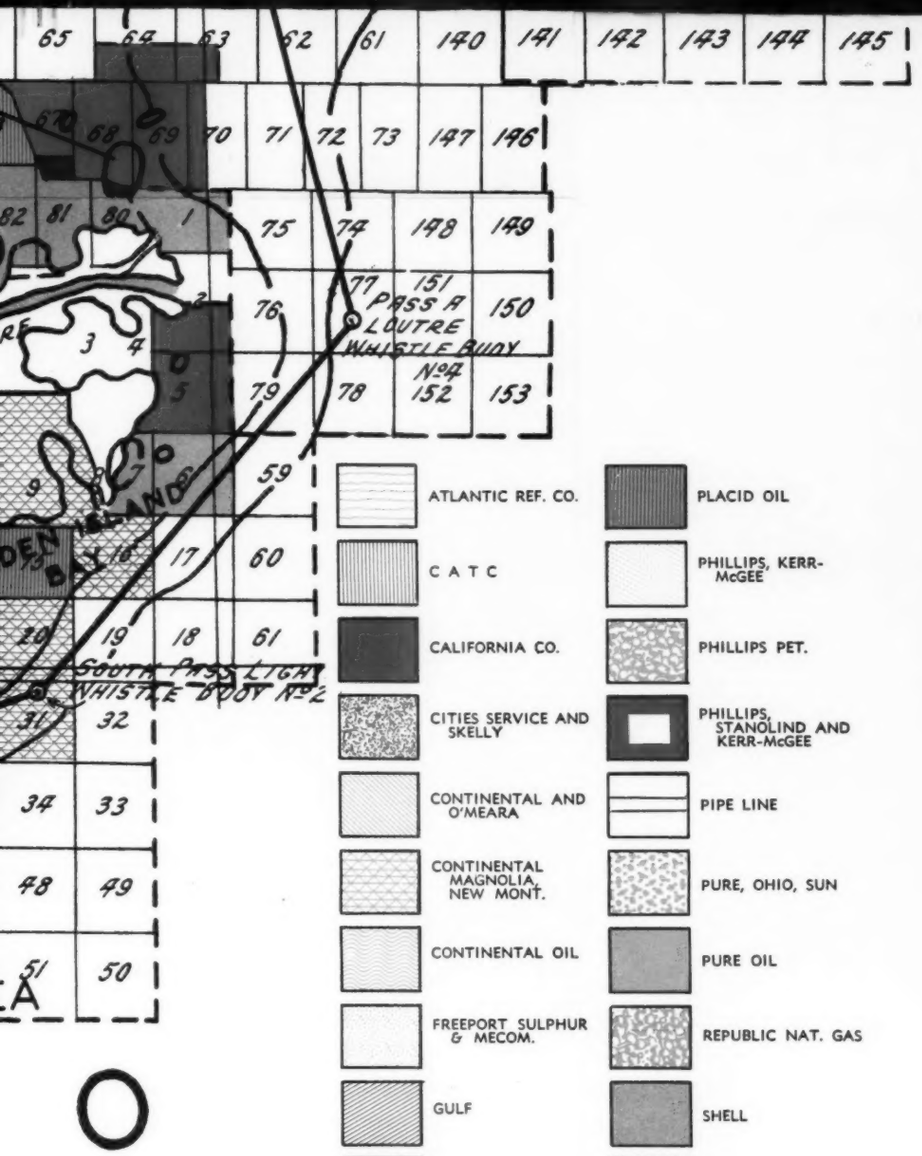

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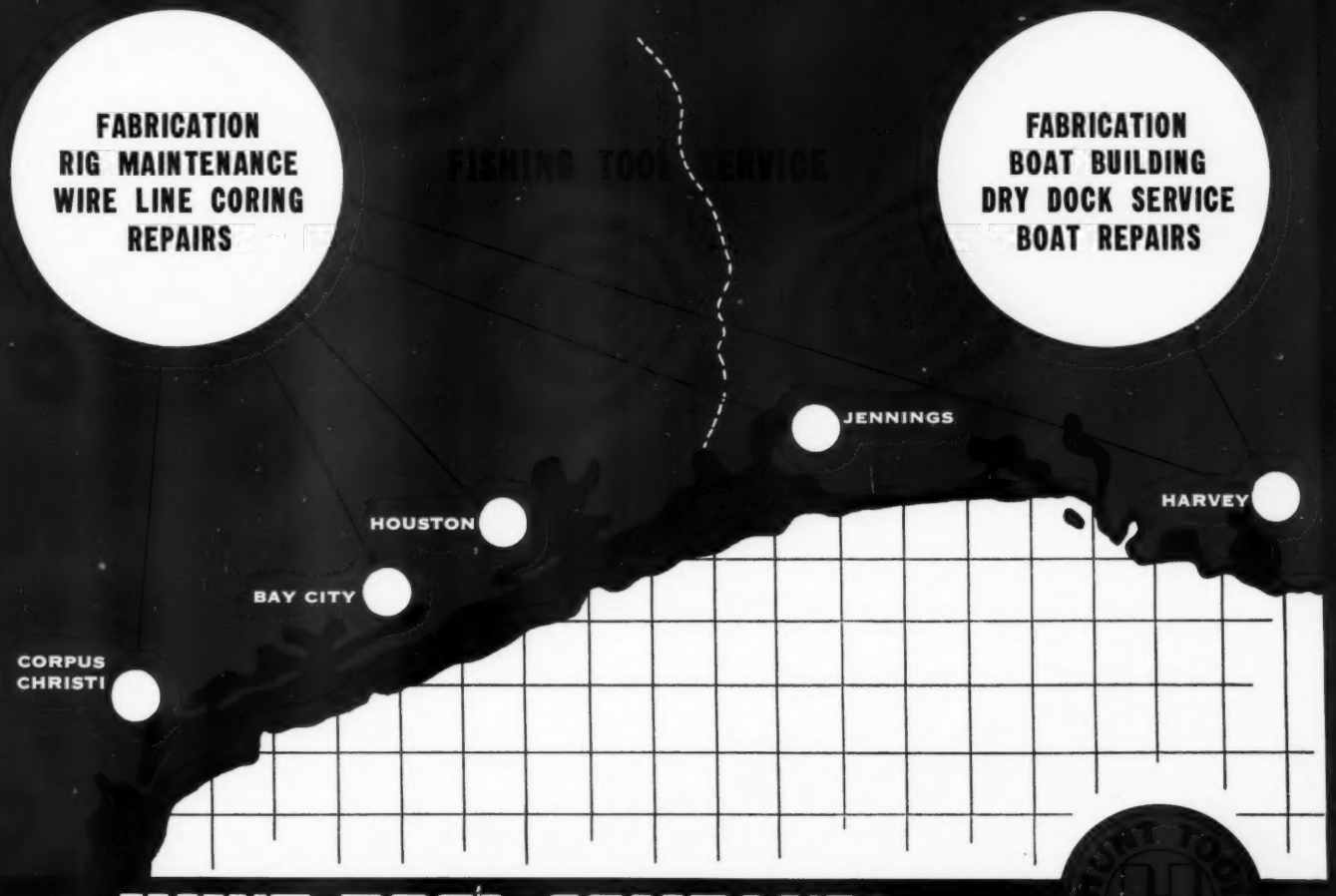


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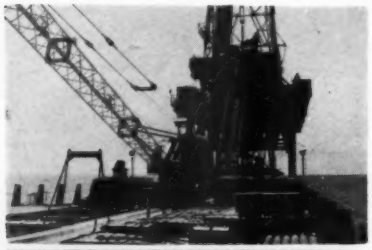

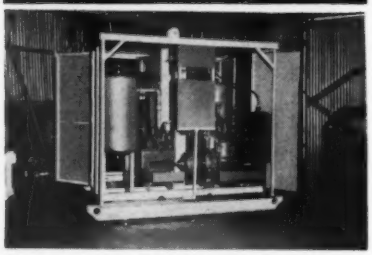

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